APPENDIX A
CDA PROJECT DESCRIPTION

This appendix contains background material, which supplements the material contained in Section 1.1, Background of Chapter 1, Background, Project Description, and Aviation Forecasts. This appendix consists of the following sections:

- **Attachment A-1:** Terminal Area Plan and Future Airport Layout Plan Projects: Project Descriptions – Projects 1-17 and Temporary Projects 1 and 2
- **Attachment A-2:** Terminal Area Plan and Future Airport Layout Plan Projects: Project Descriptions – Projects 19-38
- **Attachment A-3:** Terminal Area Plan and Future Airport Layout Plan Projects: Project Descriptions – Appendices

ATTACHMENT A-1

TERMINAL AREA PLAN AND FUTURE AIRPORT LAYOUT PLAN PROJECTS: PROJECT DESCRIPTIONS – PROJECTS 1-17 AND TEMPORARY PROJECTS 1 AND 2

February 2022 | Draft

Chicago O'Hare International Airport

Terminal Area Plan (TAP) and Future Airport Layout Plan (ALP) Projects

Project Descriptions – Projects 1-17 and Temporary Projects 1 and 2

Prepared for:

Chicago Department of Aviation

Prepared by:

RICONDO

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LIST OF ACRONYMS

A

ADG – Airplane Design Group
ALP – Airport Layout Plan
ALSF-II – Approach Lighting System
AOA – Air Operations Area
APM – Automated People Mover
ARFF – Aircraft Rescue and Firefighting Station
ATCT – Air Traffic Control Tower
ATS – Airport Transit System

C

CBP – Customs and Border Protection
CDA – Chicago Department of Aviation
CDF – Central Deicing Facility
CDRF – Centralized Distribution and Receiving Facility
CUTE – Common Use Terminal Equipment
CVHA – Commercial Vehicle Holding Area

E

EV – Electric Vehicle

F

FAA – Federal Aviation Administration
FIS – Federal Inspection Station

G

GSE – Ground Support Equipment

H

H&R – Heating and Refrigeration
HS – Hot Spot

M

MARS – Multiple Aircraft Ramp System

MEP – Mechanical, Electrical, and Plumbing

MMF – Multimodal Facility

MOS – Modification of Standards

O

OGT – O'Hare Global Terminal

OMP – O'Hare Modernization Program

P

PCA – Pre-Conditioned Air

R

RSA – Runway Safety Area

RT – Remote Terminal

T

TAP – Terminal Area Plan

TDG – Taxiway Design Group

TSA – Transportation Security Administration

INTRODUCTION

The Chicago Department of Aviation (CDA) is moving forward with a transformative plan for Chicago O'Hare International Airport (O'Hare). The proposed capital program, known as the Terminal Area Plan (TAP), supports the development of passenger terminal facilities. This TAP Project Descriptions document defines each of the proposed TAP projects ("Proposed TAP Projects") as depicted on the Draft O'Hare Future Airport Layout Plan (ALP).[1]

This TAP Project Descriptions document also defines additional projects known as "Proposed Future ALP Projects (Independent Utility Projects)." These projects are also depicted on the Draft Future ALP but do not directly correspond to the TAP objectives (i.e., they have independent utility from the TAP). These Independent Utility Projects support the overall long-term goals for O'Hare and include airfield and support facilities projects.

Both the "Proposed TAP Projects" and "Independent Utility Projects" will be evaluated by the Federal Aviation Administration (FAA) in accordance with the National Environmental Policy Act (NEPA). A detailed list of "Proposed TAP Projects" and Independent Utility Projects," including sub-projects and construction dates, is included in **Appendix A** – List of Proposed and Baseline Projects. Appendix A also includes "Baseline Projects Processed Separately From The TAP Environmental Assessment (EA)," which are development projects shown on the Draft Future ALP that have independent utility from the TAP EA and have been or will be processed separately from the TAP EA.

BACKGROUND

The O'Hare Modernization Program (OMP), which was approved by the FAA in 2005, resulted in completion of airfield capacity improvement projects, such as construction and lengthening of several runways. The TAP would continue to efficiently accommodate forecast demand and improve integration of passengers, baggage, and aircraft throughout O'Hare. Ongoing changes to the airline business models and the aircraft fleet mix serving O'Hare require aircraft gate frontage that is larger than efficiently available at many existing gates. Additionally, many of O'Hare's existing terminal facilities are outdated and require investments in maintenance and repair.

The TAP is a development solution to address existing and projected facility needs. The proposed TAP development seeks to:

- provide updated facilities that comply with industry-recommended guidelines,
- maintain financial independence and meet financial obligations,
- minimize taxi time for operators and passengers,
- consolidate/relocate employee parking/screening, goods processing, and commercial vehicle holding away from the terminal core,

[1] The Draft Future ALP refers to the version sent to the FAA on November 19, 2021.

- consolidate domestic and international airline and airline partner operations, and
- provide a unique and high-quality passenger and user experience.

Existing Terminals 1, 2, and 3 are outdated and unable to efficiently accommodate the current and projected future operations. The existing Terminals were originally designed to support a lower density of operations, by aircraft with fewer seats, and a pre-9/11 standard of airport security. Construction of Terminal 1 was completed in 1988, Terminals 2 and 3 opened in 1962, and Terminal 5 was completed in 1993. All terminals have been modified over the years to accommodate new technologies, passenger needs, and airline and safety requirements; however, Terminal 2 has gone the longest without major renovations.

The proposed TAP would replace Terminal 2 with the proposed O'Hare Global Terminal and Concourse (OGT/OGC) and add two (2) proposed Satellite Concourses (Satellite Concourses 1 and 2). These new buildings would support current and future passenger demand, provide additional gate frontage, increase gate flexibility and efficiency, replace outdated terminal facilities and infrastructure, and enhance passenger experience and level of service.

The proposed TAP would also facilitate better consolidation of domestic and international airline partner operations and enhance connectivity and passenger circulation. Currently, all international arriving passengers (excluding United States Customs and Border Protection [CBP] Preclearance flights) arrive at Terminal 5, which is the only existing terminal with a Federal Inspection Station (FIS). Passengers arriving at Terminal 5 must transfer to Terminals 1, 2, or 3 via the Airport Transit System (ATS), which increases the time required to make international-domestic connections. Additionally, airlines operating international departures from Terminals 1, 2, and 3 on aircraft that have arrived at Terminal 5 must tow aircraft to the departing gates. The proposed TAP would distribute the demand for international gates by creating a second FIS in the proposed OGT. The proposed OGT FIS would enable the consolidation of domestic and international arrival gates, resulting in greater operational flexibility of gates, fewer aircraft towing operations, and lower passenger connection times. This second FIS would also facilitate consolidation of airlines operating within alliances, positioning O'Hare to be a global alliance hub for all three major airline alliances: Star Alliance, oneworld, and SkyTeam.

PROJECT OVERVIEW

The TAP Project Descriptions comprises 33 Proposed TAP and Independent Utility Projects, as included on the Draft O'Hare Future ALP, and two (2) proposed temporary projects during construction. These projects are organized in sets based on location and function. The TAP and Independent Utility Projects in the terminal area and south airfield are shown on **Exhibit I-1** and projects in the north airfield are shown on **Exhibit I-2**. Refer to Appendix A for a detailed list of these projects, including sub-projects and construction dates. Respective ALP building numbers can be found in **Appendix B** – Airport Building Number List.

Proposed TAP Projects (Projects 1 through 17):

1. O'Hare Global Terminal and Concourse and Associated Apron Pavement
2. Satellite 1 Concourse and Associated Apron and Taxiway Pavement
3. Satellite 2 Concourse and Associated Apron Pavement

4. Terminal 1 Concourse B Northeast End Expansion
5. Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion
6. Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel
7. Terminal 5 Curbside Addition and Interior Reconfiguration
8. Terminal 5 Roadway Improvements
9. Terminal 5 Curbside Expansion
10. West Heating and Refrigeration Facility
11. West Employee Screening Facility
12. West Employee Ground Transportation Facility and Parking Garage
13. West Employee Landside Access
14. West Landside Detention Basins
15. Airside Service Roadways
16. Taxiways K and L Extension
17. Taxiways North of Satellite 2

Proposed TAP Temporary Projects (Projects T1 and T2 enable continuation of operations while other projects are underway):

T1. Temporary Walkway/Extended Jetway from Concourse C
T2. Temporary Heating and Refrigeration Facility

Proposed Independent Utility Projects (Projects 19 through 38 improve operational efficiency, meet standards, or maintenance):[2]

18. MOVED TO BASELINE—Airport Maintenance Complex Expansion (Northeast), Salt Storage Relocation, and Detention Basin (*refer to Project B79 in Appendix A*)[3]
19. Aircraft Rescue and Firefighting Station 4 Relocation
20. Bravo Hold Pad Conversion
21. Commercial Vehicle Holding Area Expansion
22. Multimodal Facility Hotel, Mixed-Use Development, and Detention Basin Relocation
23. Runway 9L-27R Exit Taxiways
24. Runway 28R Blast Pad Expansion
25. Terminal 5 Hotel Facility and Pedestrian Bridge
26. Terminal 5 Parking Garage – Phase 2
27. MOVED TO BASELINE—Taxiway LL – Phase 2 (*refer to Project B78a in Appendix A*)[4]

[2] Projects 18, 27, 28, 34, and 36 are now Baseline Projects and were processed separately from the TAP Environmental Assessment.

[3] Categorical Exclusion, "Airport Maintenance Complex Expansion (Northeast), Salt Storage Relocation, and Detention Basin," approved June 12, 2020.

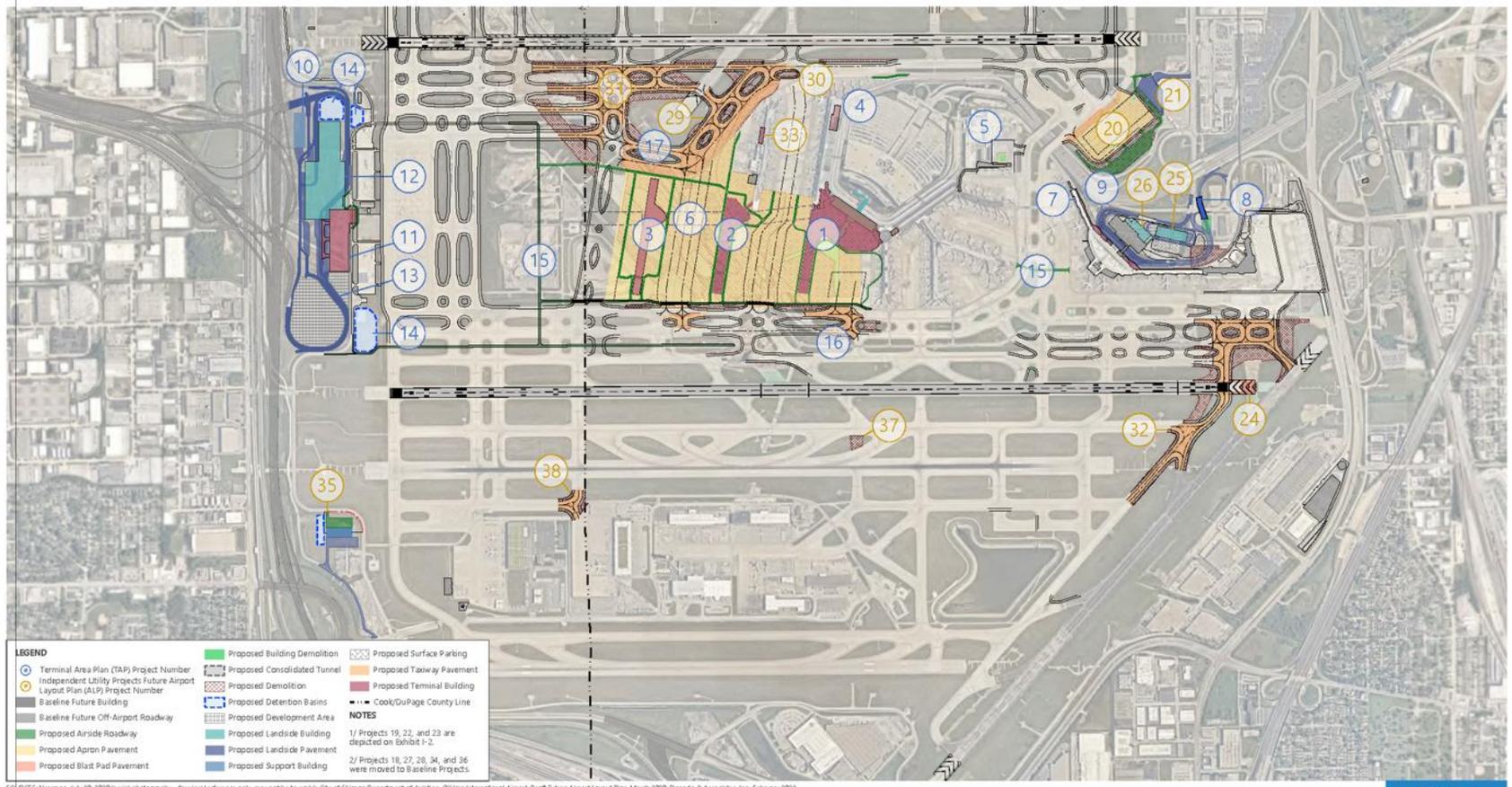
[4] O'Hare Modernization Program Environmental Impact Statement Re-Evaluation Memorandum, "Revisions to the Alignment of Future Taxiways LL (Phase II) and N," approved May 8, 2020.

28. MOVED TO BASELINE—Taxiway N Realignment (*refer to Project B78b in Appendix A*)[5]
29. Taxiways A and B Reconfiguration
30. Taxiway G
31. Taxiways H and J
32. Taxiways P, V, and Y Reconfiguration
33. Terminal 1 Concourse C Expansion (North)
34. MOVED TO BASELINE—South Airfield Airport Surface Detection Equipment Model X Augmentation Tower (*refer to Project B80 in Appendix A*)[6]
35. Centralized Distribution and Receiving Facility
36. MOVED TO BASELINE—West Airfield Lighting Control Vault (*refer to Project B81 in Appendix A*)[7]
37. Taxiway T Demolition
38. Taxiway DD Realignment at the Taxiway Q Intersection

[5] O'Hare Modernization Program Environmental Impact Statement Re-Evaluation Memorandum, "Revisions to the Alignment of Future Taxiways LL (Phase II) and N," approved May 8, 2020.

[6] Categorical Exclusion, "South Airfield Airport Surface Detection Equipment Model X Augmentation Tower," approved June 12, 2020.

[7] Categorical Exclusion, "West Airfield Lighting Control Vault," approved June 12, 2020.


CDA
FEBRUARY 2022
DRAFT
LEGEND
Terminal Area Plan (TAP) Project Number
Independent Utility Projects Future Airport Layout Plan (ALP) Project Number
Baseline Future Building
Baseline Future Off-Airport Roadway
Proposed Airside Roadway
Proposed Apron Pavement
Proposed Blast Pad Pavement
Proposed Building Demolition
Proposed Consolidated Tunnel
Proposed Demolition
Proposed Detention Basins
Proposed Development Area
Proposed Landside Building
Proposed Landside Pavement
Proposed Support Building
Proposed Surface Parking
Proposed Taxiway Pavement
Proposed Terminal Building
Cook/DuPage County Line
NOTES
1/ Projects 19, 22, and 23 are depicted on Exhibit I-2.
2/ Projects 18, 27, 28, 34, and 36 were moved to Baseline Projects.
SOURCES: Nearmap, July 20, 2020 (aerial photography - for visual reference only, may not be to scale); City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
1,500 ft
EXHIBIT I-1
Proposed Projects Overview
Terminal Area
Terminal Area Plan
Project Descriptions

CDA
CHICAGO DEPARTMENT OF AVIATION

FEBRUARY 2022

DRAFT

SOURCES: Nearmap, July 20, 2020 (aerial photography - for visual reference only, may not be to scale); City of Chicago Department of Aviation, *O'Hare International Airport, Draft Future Airport Layout Plan*, March 2020; Ricondo & Associates, Inc., February 2022.

EXHIBIT I-2

Proposed Projects Overview
North Airfield

Terminal Area Plan

Project Descriptions

KEY ASSUMPTIONS

Listed below are document-specific assumptions for recurring terms in the Project Descriptions.

- Existing, Future, Baseline, and Proposed Facilities:
  - "Existing" refers to O'Hare facilities that were operating as of April 27, 2017.
  - "Future" refers to O'Hare facilities shown on the Draft Future ALP that were not operating as of April 27, 2017, but have been planned. This designation may include facilities that have been completed since April 27, 2017.
  - "Baseline" refers to projects shown on the Draft Future ALP that have independent utility from the TAP and have been or will be processed separately from the TAP EA.
  - "Proposed" refers to projects for which the CDA is seeking regulatory approval as part of the TAP EA. Projects 1-38 and temporary projects T1 and T2 are all "proposed."
  - Refer to Appendix A for the Listing of Proposed and Baseline projects.
- Public/Non-Public, Secure/Landside, and Sterile/Non-Sterile Interior Spaces:
  - "Public" refers to space that is available for any user of the airport, secure or landside.
  - "Non-Public" refers to space that is specifically available to authorized users (e.g., employees in an employee-only area).
  - "Secure" refers to both public and non-public space that users may access only after being screened at a TSA checkpoint, or by passing through an authorized entry door; secure space may also be referred to as "airside."
  - "Landside" refers to both public and non-public space that may be accessed without prior screening at a TSA checkpoint or authorized entry door.
  - "Sterile" refers to secure space in which passengers arriving on international flights without CBP Preclearance (or otherwise authorized personnel) must be processed in a FIS. This space is separated from other secure areas and may only be exited through a FIS.
  - "Non-Sterile" refers to any space that is not considered to be sterile as defined above.
- Multiple Aircraft Ramp System (MARS) refers to a gate layout that provides flexibility in the use of the gate. MARS gates allow the configuration of the apron and the fuel pits surrounding the terminal such that two (2) narrowbody aircraft[8] or one (1) widebody aircraft[9] could connect to a passenger loading bridge. They provide two (2) passenger loading bridges docked to a widebody or one (1) bridge to each narrowbody, helping to accommodate a range of aircraft types. For purposes of this document,

[8] A narrowbody aircraft has a single aisle in the passenger cabin/fuselage with typically no more than six (6) seats across. Common narrowbody aircraft used at O'Hare include the Airbus 320, Boeing 737, and Boeing 757.

[9] A widebody aircraft, also known as a twin-aisle aircraft, has a passenger cabin/fuselage wide enough to accommodate two (2) passenger aisles and at least seven (7) seats across. Since widebody aircraft can carry more passengers, they are generally used for long-haul flights or high demand routes. Examples of widebody aircraft include the Airbus 340, Boeing 747, and Boeing 777.

MARS-configured gates may not always conform to the typical 1-2 widebody-to-narrowbody configuration, so gate counts are provided as a range and will be specified in the design stage. The O'Hare gate count and frontage are detailed in **Appendix C** – Summary of Gates and Frontage.

- Shell space refers to space constructed to meet future needs of anticipated additional development. It is space enclosed by an exterior wall, or "shell", but is unfinished inside.
- Taxiway separation refers to the required distance between a taxiway centerline and other objects based on required wingtip clearance distances. Taxiway separation design standards are listed in FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*. On July 20, 2020, the FAA released Draft AC 150/5300-13B, *Airport Design*, for public review and comment. If adopted, AC 150/5300-13B would revise the taxiway design standards, including taxiway separation distances. The taxiway separation distances in this document are based on the currently approved design standards in AC 150/5300-13A, except where noted.

1. O'HARE GLOBAL TERMINAL AND CONCOURSE AND ASSOCIATED APRON PAVEMENT

1.1 PROJECT SUMMARY

The proposed O'Hare Global Terminal (OGT) and Concourse and Associated Apron Pavement, as shown on **Exhibit 1**, would replace existing Terminal 2 (ALP Building 200). The project would demolish Terminal 2, including Concourses E and F (ALP Buildings 205, 210, and 215), and replace it with a new terminal building and attached concourse that would integrate with existing Terminal 1 (ALP Building 221) and Concourse B (ALP Building 222) to the west and the Rotunda (ALP Building 250) to the east. The OGT and Concourse and Associated Apron Pavement (collectively referred to in this document as OGT) would support a full range of terminal functions, including aircraft gates, passenger holdrooms, check-in facilities, security screening, baggage claim, baggage handling systems, baggage make-up areas, a FIS, various passenger amenities, and circulation space. Passengers would access the OGT from either the existing upper or lower level curbside roadways that provide access to existing Terminal 2. The OGT is anticipated to provide a range of 12 to 21 aircraft gates dependent upon the size of the aircraft assigned to the various gates.

This project would also expand the existing Terminal 2 ATS station (see Section 1.2.4 (1d)) by providing an additional platform north of the existing ATS track and guideway. The existing pedestrian bridge connecting the Terminal 2 ATS station (ALP Building 206) to Terminal 2 would be replaced with a larger pedestrian bridge that would connect the expanded ATS station to the proposed OGT (see Section 1.2.5 (1e)).

1.2 PROJECT DESCRIPTION

The OGT would replace Terminal 2 gate frontage and provide direct connectivity to Terminals 1 and 3 (landside and airside). The 12 to 21 anticipated MARS-configured aircraft gates would provide more space (frontage) for aircraft parking and improve the flexibility for airlines to accommodate daily, hourly, seasonal, and future fleet mixes. Demolition of Terminal 2 would reduce ongoing maintenance needs and costs associated with inefficiencies from the lack of integrated facilities and systems. The OGT would provide an additional FIS for processing international passengers, which does not currently exist in Terminal 2. The additional FIS would enable the collocation of domestic and international gates and improve the integration of international arrivals and gateway traffic, allowing air carriers to improve efficiency and reduce delays by rebalancing and consolidating their operations. The proposed FIS would provide new and expanded customs and immigration facilities with updated features, technologies, and enhanced programs such as the CBP Global Entry and Automated Passport Control (APC) programs. The FIS would also help expedite passenger processing for international arrivals and minimize connecting times for international passengers connecting to domestic departures.

The OGT would operate as a single building, consisting of a main building with interface to the upper and lower curbside roadways, and a concourse (approximately 150-foot-wide by 1,000-foot-long) surrounded by aircraft parking positions. The combined footprint for the main building and concourse, which encompasses the footprint of the existing Terminal 2 (ALP Building 200), would be approximately 800,000

square feet.[10] The OGT would provide approximately 2.2 million square feet of usable space to primarily serve the following functions:

- Mezzanine level(s) (highest): sterile corridors, commercial space, airline lounges
- Concourse level: passenger check-in hall, security screening checkpoints, holdrooms, commercial space, and airline passenger support facilities
- Apron level (at-grade): FIS, baggage handling, airline employee support facilities, and meeter-greeter reception space
- Below-grade level: sterile corridor, FIS, baggage handling, mechanical, electrical, and plumbing (MEP), engineering systems, and shell space

The OGT would utilize MARS-configured gates to accommodate a dynamic mix of aircraft, ranging from regional jets to large widebody aircraft, including Airplane Design Group (ADG) VI aircraft. Depending on the type of aircraft, the OGT is anticipated to provide a range of 12 to 21aircraft parking positions. These aircraft parking positions would be on approximately 1,700,000 square feet of apron pavement, which would include space for airside service roadways, ground support equipment (GSE) staging and parking, and apron taxilanes connecting the aircraft parking positions to taxiways. All gates would be connected to sterile corridors leading to the proposed FIS to accommodate international arrival passengers.

The OGT would require demolition of Terminal 2 (approximately 110,000 square feet); Concourses E and F (40 gates [approximately 180,000 square feet]); and the walkways connecting Terminal 2 to Terminal 1 the Rotunda, and FAA Airport Traffic Control Tower. These demolition activities are further described in Sections 1.2.6, 1.2.7, 1.2.3, 1.2.9, and 1.2.8, respectively. Existing apron pavement (approximately 1,900,000 square feet) and taxiway pavement (approximately 260,000 square feet), including portions of the Taxiway A, Taxiway A10, and Taxiway B, and existing Guard Post #7 would be demolished. The OGT would require the closure of three (3) gates on Terminal 1 Concourse B and seven (7) gates on Terminal 3 Concourse G. Combined with the closure of 40 Terminal 2 gates, 50 total gates would be decommissioned and removed to accommodate the OGT.

The OGT would also require modifications to existing facilities, including Concourse B, the Terminal 2 ATS Station, Terminal 2 ATS Pedestrian Bridge, the Rotunda, and the walkway to Terminal 3. These modifications are further described in Sections 1.2.2, 1.2.4, 1.2.5, 1.2.10, and 1.2.11, respectively.

The OGT would support airline and tenant operations with a new, modern terminal facility serving international and domestic passengers that would provide direct connectivity to both airside and landside portions of Terminals 1 and 3. The OGT would include the following features:

- Apron pavement, including gate infrastructure, lighting, service roadway markings, and taxilane markings
  - 12 to 21 gates, including passenger loading bridges, pre-conditioned air (PCA) units, 400 Hertz (Hz) power converters, on-gate deicing systems, and hydrant fueling infrastructure; configured to

[10] O'Hare Global Terminal and Existing Facility Interface Analysis: Supporting Graphics, prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., November 2021.

support a dynamic mix of aircraft ranging from regional jets to large widebody aircraft, including select aircraft meeting ADG VI criteria

- two (2) parallel ADG V aircraft taxilanes between the OGT Concourse and Concourse G, providing access to aircraft parking positions on the south side of the OGT, east side of the OGT Concourse, and west side of the existing Concourse G
- one (1) ADG V taxilane between the OGT Concourse and proposed Satellite 1 (Project 2); would combine with a second, parallel taxilane, associated with proposed Satellite 1, to provide two ADG V taxilanes between the OGT Concourse and proposed Satellite 1
- taxilane bridge for the ADG V taxilane between the OGT Concourse and proposed Satellite 1 (Project 2) at the connection with Taxiway K, including a 60-foot-wide span under and perpendicular to the taxilane, providing shell space for the proposed Airside Service Roadways (Project 15)
- service roadways (approximately 140,000 square feet) connecting to adjacent existing and proposed service roadways, including head-of-stand service roadways (i.e., where the airside service roadway is between the building and the parked aircraft) at MARS-configured gates, and repainted service roadway markings on the Concourse G apron
- pavement grading connecting to the existing apron pavement between Concourses B and C, the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11 [Baseline Project B35]), proposed Taxiways K and L Extension (between Taxiway A11 and Taxiway A13 [Project 16]), and existing apron pavement between Concourse F and Concourse G

- passenger check-in hall, including configuration and space for common use terminal equipment (CUTE)[11] to support check-in operations by multiple airlines
- passenger security screening checkpoints
- ATS station expansion (Section 1.2.4)
- ATS pedestrian bridge replacement (Section 1.2.5)
- FIS to accommodate CBP for processing arriving international passengers, including transfer baggage re-check and customer support
- baggage handling systems and supporting infrastructure, including airline-specific and common use checked baggage screening and sortation, early bag storage, outbound baggage makeup, inbound baggage drop-off, and baggage claim devices
- meeter-greeter reception space
- circulation areas, public/non-public, secure/landside, and sterile corridors, including:
  - circulation within the OGT, and between the OGT and Terminals 1 and 3
    - public landside circulation would connect existing Terminals 1 and 3 to the proposed OGT, providing new indoor connecting functions.

[11] Common Use Terminal Equipment (CUTE) refers to traditional check-in desks and shared software platforms to generate bag tags, etc.

    - public secure (non-sterile) circulation would be connected through the existing Rotunda, Terminal 1, Concourse B, Terminal 3, and the proposed OGT, replacing the connections of the Terminal 1/Terminal 2 walkway and Terminal 2/Rotunda walkway
  - sterile corridor network within the OGT, providing segregated access between all gates in the OGT and the FIS
  - vertical circulation, including access to shell space apron level, sterile corridors, and the proposed Consolidated Tunnel (Project 6) to the proposed Satellite 1 (Project 2)
- commercial space, including amenities, concessions, offices, operations, restrooms, retail, and storage
- outdoor terrace between the OGT and Rotunda for potential concession or airline lounge space
- passenger and airline employee support facilities, including customer service desks, lounges, VIP areas, and crew areas
- electric vehicle (EV) charging stations adjacent to apron areas to service electric GSE
- holdrooms including circulation to sterile corridors, space for CUTE, and seating/queuing areas
- MEP engineering systems, including data fiber connections and communications rooms with a branch tunnel from the proposed Consolidated Tunnel (Project 6) for distribution of utilities throughout the OGT
- below-grade shell space

The O'Hare Global Terminal and Concourse and Associated Apron Pavement would require the following modifications and demolitions:

1.2.1 (1A) O'HARE GLOBAL TERMINAL AND CONCOURSE BUILDING

The OGT (Draft Future ALP Facility T4) would replace Terminal 2 with a main building that would interface with the upper and lower curbside roadways and a concourse surrounded by aircraft parking positions. The OGT would provide direct connectivity to Terminals 1 and 3, as well as an additional FIS for processing international passengers, which does not currently exist in Terminal 2. The OGT would operate as one integrated system with Terminals 1 and 3 by linking baggage, passenger, and service flows. The OGT would be a steel and glass structure with a roof that would gently rise from 85 feet to an apex approximately 125 feet high.

1.2.2 (1B) TERMINAL 1 CONCOURSE B SOUTH END STRUCTURAL INTEGRATION

The Terminal 1 Concourse B South End Structural Integration would connect the OGT to the south end of Concourse B (ALP Building 222), enhancing connectivity/circulation between Terminal 1 and the OGT. The Terminal 1 Concourse B South End Structural Integration would include a new walkway connecting the OGT to the southern end of Concourse B with a roof height of approximately 30 feet. A skylight would be installed in the proposed walkway and existing Concourse B holdroom area. The proposed skylight would have a 20-foot separation from the domed ceiling above the existing Concourse B holdroom area and require the removal of approximately 2,400 square feet of the ceiling of Concourse B. The proposed walkway would require removal of approximately 45 feet of the south end façade of Concourse B and six (6) interior columns. The proposed design would retain the Concourse B structure and the key characteristics of the existing southern end of Concourse B, including the domed roof and step down to

the lower roof over the existing semicircular holdrooms.[12] It is anticipated that three (3) existing Concourse B gates (Gates B1, B2, and B3) would close to accommodate the OGT.

Infill space is proposed at the apron level between the existing Concourse B baggage claim area and the proposed OGT main building. The ramp area between the southeast corner of Concourse B and the existing Terminal 1/Terminal 2 walkway would be infilled at the apron and concourse levels with an exterior ramp and truck dock, and open space/courtyard around the south end of Concourse B.

1.2.3 (1C) TERMINAL 1/TERMINAL 2 WALKWAY DEMOLITION

Construction of the OGT would require of the demolition of the existing Terminal 1/Terminal 2 walkway (approximately 5,900 square feet) and approximately 290 feet of the southeast exterior wall of Concourse B. Its function of providing a secure connection between Terminal 1 and Terminal 2 would be accommodated by a new walkway connecting Concourse B to the OGT (Section 1.2.2). The existing Terminal 1/Terminal 2 walkway would be replaced with a new landside circulation corridor to connect Terminal 1 landside ticketing/baggage areas with the proposed OGT. The proposed landside corridor would be approximately 35 feet wide and 38 feet high. The OGT landside interface with Terminal 1 would retain key characteristics of the existing building, including an exterior glass wall and light-colored painted steel. The existing Terminal 1/Terminal 2 walkway requires passengers to exit the main circulation path (high vaulted area of Concourse B), walk past the security checkpoint making multiple 90 degree turns, and cross a shorter and narrower vaulted bridge (the connecting walkway) to Terminal 2 where another series of turns leads to the main circulation path of Terminal 2. The proposed landside circulation corridor would establish a more direct, efficient circulation pattern, as well as an indoor landside connection with existing Terminal 1, a function that does not currently exist between Terminal 1 and Terminal 2; passengers moving landside between these terminals must currently walk outside via curbside.

1.2.4 (1D) TERMINAL 2 AIRPORT TRANSIT SYSTEM STATION EXPANSION

The Terminal 2 ATS Station Expansion would accommodate the anticipated increase in passengers from the co-location of domestic and international gates in the OGT. The Terminal 2 ATS Station Expansion would add an additional platform to the northeast, between the guideway and CDA Operations (Former Air Traffic Control Tower; ALP Building 400). The Terminal 2 ATS Station Expansion would add a new approximately 20-foot wide by 200-foot-long platform with an approximately 6,000-square-foot footprint, which would improve passenger circulation by separating boarding and alighting passengers. The project would include vertical circulation connecting the new platform to the proposed pedestrian bridge replacement (Section 1.2.5). The reconfiguration and expansion of the ATS station would not alter the CDA Operations building or its associated atrium. ATS trains on the northernmost guideway would be able to board and unload passengers onto either the existing or new platform.

1.2.5 (1E) TERMINAL 2 AIRPORT TRANSIT SYSTEM STATION PEDESTRIAN BRIDGE REPLACEMENT

The Terminal 2 ATS Station Pedestrian Bridge Replacement would enhance passenger level of service by providing increased vertical circulation capacity and a wider pedestrian bridge. The Terminal 2 ATS Station

[12] O'Hare Global Terminal and Existing Facility Interface Analysis: Supporting Graphics, prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., November 2021.

Pedestrian Bridge Replacement would replace the existing walkway between the ATS station and existing Terminal 2 with a wider, higher-capacity bridge that would connect to the OGT. The proposed replacement bridge (approximately 10,000 square feet) would be approximately 48 feet wide and is anticipated to span approximately 250 feet over the terminal core roadways between the OGT and proposed ATS Station Expansion (Section 1.2.4). The existing ATS station platform escalators would be replaced to increase the vertical circulation capacity, and the existing bridge would be demolished.

1.2.6 (1F) TERMINAL 2 DEMOLITION

Construction of the OGT requires the demolition of Terminal 2 (ALP Building 200), approximately 110,000 square feet. This site would be occupied by the OGT, which would replace the functions of Terminal 2 , including baggage handling, security screening, passenger check-in, and commercial spaces. Demolition of Terminal 2 and replacement with the OGT would reduce ongoing maintenance needs and costs associated with aging infrastructure and existing inefficiencies from the lack of integrated facilities and systems.

1.2.7 (1G, 1H, 1I) TERMINAL 2 CONCOURSES E AND F LINK DEMOLITION, CONCOURSE E DEMOLITION, AND CONCOURSE F DEMOLITION

The Terminal 2 Concourse E and F Link Demolition, Concourse E Demolition, and Concourse F Demolition would facilitate the construction of the OGT. The proposed OGT would require demolition of Concourses E and F (ALP Buildings 210 and 215, respectively), as well as the link between the two Concourses (ALP Building 205), approximately 180,000 square feet total. The site would be occupied by the OGT, which would replace existing Concourses E and F functions including holdrooms, commercial space, and passenger and airline employee support facilities. The OGT would include sterile corridors to the proposed FIS facility. The 40 demolished gates on Concourses E and F are anticipated to be replaced by 12 to 21 gates that would accommodate a mix of aircraft (regional jets and large widebody aircraft), including international arrivals that do not currently arrive at Terminal 2 without CBP Preclearance.

1.2.8 (1J) TERMINAL 2/FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT TRAFFIC CONTROL TOWER (ATCT) WALKWAY DEMOLITION

The proposed Terminal 2 Demolition (Section 1.2.6) and construction of the OGT (Section 1.2.1) would require the demolition and replacement of the existing Terminal 2/FAA ATCT walkway (approximately 500 square feet). The walkway, which provides a non-public connection between Terminal 2 and the FAA ATCT (ALP Building 402) for FAA employees, would be replaced by a non-public connection between the existing FAA ATCT and OGT.

1.2.9 (1K) TERMINAL 2/ROTUNDA WALKWAY DEMOLITION

The Terminal 2 Demolition (Section 1.2.6) and construction of the OGT (Section 1.2.1) would require the demolition of the existing Terminal 2/Rotunda walkway (approximately 800 square feet). The function of the existing walkway to provide a secure connection between Terminal 2 and the Rotunda would be accommodated by a new secure walkway between the OGT and Rotunda (Section 1.2.10). The Terminal 2/Rotunda walkway would be replaced with a new, public, indoor landside connection between the OGT and the Rotunda. This is a function that does not currently exist; passengers moving landside between Terminals 2 and 3 must currently walk outside via curbside. The proposed landside walkway would be a minimum of 20 feet wide and approximately 37 feet high, constructed of glass and light painted steel. It

would require the removal of the lower portion of one (1) exterior bay of the existing Rotunda at the same location as the existing Terminal 2/Rotunda walkway, leaving the Rotunda structure intact. The proposed landside walkway would be integrated with the landside section of the proposed Terminal 3/Rotunda Walkway Replacement and Baggage Infrastructure Upgrade (Section 1.2.11). The proposed OGT/Rotunda landside walkway would provide indoor, pre-security passenger circulation to improve the journey for passengers connecting between terminals.

1.2.10 (1L) TERMINAL 3 ROTUNDA FAÇADE/STRUCTURAL INTEGRATION

The Rotunda (ALP Building 250) would be retained in its entirety and integrated with the OGT via the proposed OGT/Rotunda landside walkway (Section 1.2.9) and a new secure connection between the existing Rotunda and the OGT, replacing the function of the existing Terminal 2/Rotunda walkway. The proposed secure OGT/Rotunda walkway would be a minimum of 40 feet wide and approximately 37 feet high. It would provide a setback between the OGT main building and the existing Rotunda of approximately 75 feet. The proposed secure OGT/Rotunda walkway would provide a wider path between the OGT and the Rotunda than the existing Terminal 2/Rotunda secure walkway and would require the removal of the lower portions of two (2) exterior bays of glass. The remainder of the glass bays and infill walls of the Rotunda would remain intact.

The TAP seeks to re-establish the Rotunda as a prominent and efficient connective hub between Terminal 3 and the OGT and maintain the Rotunda's distinctive features. The existing non-original concession installations would be removed on the concourse level within the interior of the Rotunda, returning it to a more open configuration. On the concourse level, an interior landside walkway (approximately 20 feet wide) would be developed along the northeast wall abutting the existing Airport Traffic Control Tower to facilitate a continuous interior non-secure landside connection for airport users and passengers between the terminals. This area, currently occupied by concessions, would provide views of the Rotunda interior for those visiting the airport, but not processed through security.

Interior features of the Rotunda that would remain and not be affected by the TAP include the original mezzanine and "X"-shaped staircases to the mezzanine, oculus form, ceiling splines and lighting, interior columns supporting the mezzanine level, and the original terrazzo floor and decorative terrazzo detail. Existing directional signage and non-original lighting associated with the concessions on the concourse level would be removed. Non-original mezzanine level finishes, such as the slatted metal covering original wood ribbing along the interior walls and the decorative treatment of the mezzanine façade would also remain.

The proposed structural integration of the Rotunda with the OGT would also establish a new concourse-level exterior airside (secure) terrace that would infill the space between the proposed secure OGT/Rotunda walkway and proposed OGT/Rotunda landside walkway (Section 1.2.9). The terrace would have an access point from the OGT via a ramp and a second access point through doors in the proposed secure OGT/Rotunda walkway. There would be no access provided directly to/from the Rotunda, so as to preserve the Rotunda's existing façade. The floor level of the terrace is designed to match the Rotunda concourse level. The area below the terrace at apron level would be enclosed to house baggage conveyance, building, truck dock, refuse and recycling containers, and operational systems between the OGT and Rotunda. The terrace is intended to serve as an airside (secure) outdoor amenity space

potentially to be used for concession space or airline lounge space, and which will also facilitate close-up views of the Rotunda façade.

1.2.11 (1M) TERMINAL 3/ROTUNDA WALKWAY REPLACEMENT AND BAGGAGE INFRASTRUCTURE UPGRADE

The existing Terminal 3/Rotunda walkway provides secure (post-security) indoor passenger circulation between Terminal 3 and the Rotunda with restrooms and concessions. Currently, half of the existing walkway between the Rotunda and Terminal 3 is dedicated to restroom and concession space, the remaining circulation corridor is approximately 25 feet wide, which is too narrow to support unimpeded post-security passenger flow. Passengers are routed through the Rotunda via narrow corridors that connect to Terminals 2 and 3. The renovation and expansion of the existing walkway would facilitate the development of a divided secure and public indoor landside connection between the OGT and Terminal 3, a function that does not exist; currently, passengers moving landside between these facilities must walk outside via the curbside.

The proposed Terminal 3/Rotunda walkway replacement would be approximately 37 feet high and wider than the existing walkway by approximately 40 feet providing 60 feet of total walkway width. The expanded walkway would require the removal of the lower portions of three (3) exterior bays of glass from the Rotunda. It would be divided to provide circulation between Terminal 3 and the Rotunda for both secure and landside passengers, providing a minimum of 40 feet for secure passenger circulation and a minimum of 20 feet for the indoor Rotunda/Terminal 3 landside connection. The addition of glass partitions would offer views into the center of the Rotunda while keeping airside (secure) and landside public circulation separated. The public landside connection would connect to the indoor landside OGT/Rotunda connection (Section 1.2.10). The increased walkway space would enhance connectivity/circulation between the terminals and reduce points of congestion.

The existing baggage processing systems function independently at each terminal, so baggage transferring between connecting flights at different terminals can be challenging and must be manually transported via tugs. The proposed baggage infrastructure upgrade would improve the existing baggage system and facilitate baggage transfer/movements between the OGT and Terminal 3. The proposed baggage infrastructure upgrade would reduce redundant baggage handling staffing and improve the efficiency of baggage handling and transfers. The baggage infrastructure would be contained in a fully enclosed apron level corridor below the Terminal 3/Rotunda walkway replacement.

1.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed OGT are summarized in **Table 1**.

TABLE 1 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED O'HARE GLOBAL TERMINAL AND CONCOURSE AND ASSOCIATED APRON PAVEMENT

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed O'Hare Global Terminal (OGT)	Construct terminal building and concourse;	▪ Construct passenger terminal and concourse (approximately 800,000-square-foot footprint); steel and glass structure with a roof that would

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
	demolish existing buildings; integrate with existing buildings	gently rise from 85 feet to an apex approximately 125 feet high ▪ Demolish existing buildings: ○ Terminal 1/Terminal 2 walkway (approximately 5,900-square-foot footprint) ▪ Replace existing Terminal 1/Terminal 2 secure walkway with a new Terminal 1/OGT landside connecting walkway ○ Terminal 2 (approximately 110,000-square-foot footprint) ○ Terminal 2 Concourses E and F (approximately 180,000-square-foot footprint) ▪ Close 40 gates ○ Terminal 2/FAA ATCT Walkway (approximately 500-square-foot footprint) ▪ Replace the connecting non-public walkway to the FAA ATCT ○ Terminal 2/Rotunda Walkway (approximately 800-square-foot footprint) ▪ Replace the existing Terminal 2/Rotunda secure connection with an OGT/Rotunda landside connection ▪ Remove lower portion of one (1) exterior bay of glass from the Rotunda ▪ Integrate with existing buildings: ○ Concourse B (South End) ▪ Remove approximately 45 feet of the south end façade of Concourse B and six (6) interior columns ▪ Replace 2,400 square feet of existing Concourse B low roof above the semicircular holdroom area to incorporate skylight ▪ Close three (3) gates (Gates B1, B2, and B3) ▪ Preserve the key characteristics of the existing southern end of Concourse B, including the domed roof and step down to the lower roof over the existing semicircular holdrooms

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
		○ Concourse G ▪ Close seven (7) gates ○ Rotunda ▪ Add a new secure OGT/Rotunda connecting walkway ▪ Add new concourse-level exterior airside (secure) terrace between the proposed secure OGT/Rotunda walkway and proposed OGT/Rotunda landside walkway ▪ Remove existing non-original concession elements on the concourse level, such as directional signage, non-original partitions, and lighting ▪ Retain existing mezzanine and "X"-shaped staircase, ceiling oculus form, ceiling rib splines and lighting, interior columns, and original terrazzo floor ▪ Remove the lower portions of two (2) exterior bays of glass from the Rotunda to accommodate new secure OGT/Rotunda connecting walkway ▪ Remaining bays of glass and infill walls would be left intact ○ Terminal 3/Rotunda walkway replacement (approximately 8,000-square-foot footprint) ▪ Renovate and expand the existing secure walkway to provide a new interior landside walkway (approximately 20 feet wide) along the northeast wall abutting the existing Airport Traffic Control Tower and a secure (airside) walkway (approximately 40 feet wide) for a total width of approximately 60 feet ▪ Remove the lower portions of three (3) exterior bays of glass from the Rotunda ▪ Remaining bays of glass would be left intact
Proposed OGT Apron	Construct apron; integrate with	▪ Construct approximately 1,700,000 square feet of apron pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
	existing, future, and proposed apron and taxiways	○ 12 to 21 gates ○ Construct one (1) ADG V taxilane between the OGT and the proposed Satellite 1 Concourse (parallel to an ADG V taxilane associated with the proposed Satellite 1 Concourse) ○ Construct taxilane bridge for ADG V taxilane between apron and future Taxiway K ○ Construct two (2) ADG V taxilanes between the OGT and the existing Concourse G ▪ Integrate with existing airfield: ○ Concourse B Apron ○ Concourse G Apron ▪ Integrate with future airfield: ○ Taxiway K (Taxiways K and L Extension and Associated Improvements; between Taxiway SS and Taxiway A11) ▪ Integrate with proposed airfield: ○ Taxiway K (Taxiways K and L Extension; between Taxiway A11 and Taxiway A13; Project 16)
Proposed Baggage Infrastructure Upgrade	Construct enclosed corridor; integrate with existing and proposed buildings	▪ Install baggage infrastructure to facilitate baggage transfer/movement between OGT and Terminal 3 ▪ Integrate with proposed buildings: ○ Terminal 3/Rotunda Walkway Replacement ○ OGT ▪ Integrate with existing Terminal 3 baggage system
Proposed Terminal 2 ATS Station Expansion	Construct second station platform; renovate existing station platform	▪ Construct an approximately 20-foot-wide loading/unloading platform (approximately 6,000-square-foot footprint) ▪ Reconfigure existing vertical circulation ▪ Replace escalators
Proposed Terminal 2 ATS Station Bridge Replacement	Construct pedestrian bridge; integrate with existing and proposed buildings	▪ Construct an approximately 48-foot-wide pedestrian bridge (approximately 10,000-square-foot footprint) ▪ Integrate with the existing Terminal 2 ATS station ▪ Integrate with proposed buildings: ○ OGT ○ Terminal 2 ATS Station Expansion
Proposed Service Roadway	Construct roadway pavement; integrate with proposed roadways	▪ Construct approximately 140,000 square feet of roadway pavement ▪ Integrate with proposed Airside Service Roadways (Project 15)

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Terminal 2 ATS Station Bridge	Demolish pedestrian bridge	▪ Demolish pedestrian bridge between Terminal 2 and Terminal 2 ATS station (approximately 4,400-square-foot footprint)
Existing Concourse B Apron	Demolish pavement	▪ Demolish approximately 310,000 square feet of apron pavement
Existing Concourse E Apron	Demolish pavement	▪ Demolish approximately 790,000 square feet of apron pavement
Existing Concourse F Apron	Demolish pavement	▪ Demolish approximately 680,000 square feet of apron pavement
Existing Concourse G Apron	Demolish pavement; reconfigure apron for OGT	▪ Demolish approximately 60,000 square feet of apron pavement ▪ Repaint service roadway markings
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 99,000 square feet of taxiway pavement
Existing Taxiway A10	Demolish pavement	▪ Demolish approximately 3,000 square feet of taxiway pavement
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 76,000 square feet of taxiway pavement

SOURCES: O'Hare Global Terminal and Existing Facility Interface Analysis: Supporting Graphics, prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., November 2021; Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

2. SATELLITE 1 CONCOURSE AND ASSOCIATED APRON AND TAXIWAY PAVEMENT

2.1 PROJECT SUMMARY

The proposed Satellite 1 Concourse and Associated Apron and Taxiway Pavement (Draft Future ALP Facility T3), as shown on **Exhibit 2**, would replace sections of Taxiways A, B, J, K, L, SS, T, and adjacent connector taxiways south of Concourse C (ALP Building 226) with a new concourse building that would connect to the existing south end of Concourse C. The proposed Satellite 1 Concourse and Associated Apron and Taxiway Pavement project, collectively referred to as Satellite 1 in this document, would support a range of airside concourse functions, including aircraft gates, passenger holdrooms, baggage handling systems, baggage make-up areas, various passenger amenities, and circulation space. Altogether, Satellite 1 is anticipated to provide a range of 11 to 21 aircraft gates. Satellite 1 can be referenced in Appendix A.

2.2 PROJECT DESCRIPTION

Satellite 1 would consist of an airside satellite concourse building surrounded by aircraft parking positions. Satellite 1 would be an international and domestic concourse facility with MARS-configured gates. The proposed building would be generally rectangular approximately 45 feet high rising to 65 feet in a triangular node that would have an apex approximately 75 feet high, with a footprint of approximately 300,000 square feet. International arrivals at Satellite 1 would connect to the proposed FIS in the OGT via a sterile corridor. The proposed sterile corridor would be on a separate level of Satellite 1 from the secure pedestrian tunnel (Project 6) that would connect domestic passengers to the proposed OGT (Project 1) and Satellite 2 (Project 3). Satellite 1 levels are anticipated to include the following functions:

- Mezzanine level (within triangular node): sterile corridor to FIS in the OGT, APC kiosks, MEP engineering systems, support facilities
- Concourse level (within rectangular structure): holdrooms, commercial space, airline passenger support facilities
- Apron level (at-grade): baggage handling, MEP engineering systems, airline employee support facilities
- Below-grade level: baggage handling, MEP engineering systems, shell space

Satellite 1 would utilize MARS-configured gates to accommodate a range of aircraft sizes and types, including multiple configurations of narrowbody and widebody aircraft. These flexible gates would provide the ability for airlines to accommodate daily, hourly, seasonal, and future fleet mixes. Satellite 1 would increase the availability of gates that can be used to serve domestic or international arrivals. Flexible, interchangeable gates (i.e., "swing" gates) would be installed at Satellite 1 that could operate as both international and domestic gates, as demand dictates. The improved gate flexibility would help to reduce the imbalance of demand for departure gate use at core terminals and arrival gate use at Terminal 5 from international flights. The flexible gates would help accommodate the continued trend in airline

up-gauging, serving airlines that are transitioning flights from smaller aircraft to larger aircraft, providing additional ADG-V and ADG-VI gates at the airport.

Satellite 1 is anticipated to reduce passenger connection/transfer times by improving the integration of international arrivals and gateway traffic (international to domestic or vice-versa) and would also reduce the need to tow aircraft from Terminal 5 to core terminals. The proposed layout of Satellite 1 is intended to improve aircraft circulation between gates and aircraft movement areas by providing more flexible flow-through dual taxilanes to both the north and south airfields.

Depending on the type of aircraft, Satellite 1 is anticipated to provide a range of 11 to 21 parking positions with gate frontage. These aircraft parking positions would be on approximately 2,600,000 square feet of apron pavement and would include space for airside service roadways, GSE staging and parking, and apron taxilanes connecting the aircraft parking positions to taxiways.

Satellite 1 would include one (1) ADG VI/Taxiway Design Group (TDG) 7 connector taxiway, Taxiway L4. Taxiway L4 would provide approximately 60,000 square feet of new taxiway pavement between Taxiways K and L. The taxiway would be sited approximately 400 feet east of Taxiway L3; the centerline would lead to the easternmost taxilane centerline between Satellite 1 and the proposed Satellite 2 (Project 3) Concourses.

Satellite 1 would require demolition of approximately 830,000 square feet of existing apron pavement, approximately 59,000 square feet of airside service roadway pavement, and approximately 1,700,000 square feet of taxiway pavement, including sections of Taxiways A, B, J, K, L, SS, T, T8, and T9. Satellite 1 and its surrounding apron pavement would require the closure of six (6) gates in Terminal 1 Concourse C.

Satellite 1 would be connected to the existing Terminal 1 Concourse C via a walkway at the west wall on the southern end of Concourse C. The proposed walkway would connect to Concourse C and align with the existing domed ceiling above the Concourse C holdroom area. The southern end of Concourse C, including the domed roof, would remain. The proposed walkway would require the removal of approximately 70 feet of Concourse C (approximately 8,800 square feet). The walkway, approximately 37 feet high, would angle away from the east exterior of Concourse C and connect to the triangular node of proposed Satellite 1.

Satellite 1 would support airline and tenant operations with a new modern concourse facility serving international and domestic passengers. Satellite 1 is anticipated to include the following features:

- taxiway pavement, including lighting and markings
  - ADG VI/TDG 7 connector taxiway, connecting Taxiways K and L, approximately 380 feet east of Taxiway L3
  - pavement grading connecting to existing Taxiways K and L
- apron pavement, including lighting, service roadway markings, and taxilane markings
  - 11 to 21 gates, including PCA units, 400 Hz power converters, on-gate deicing systems, and hydrant fueling infrastructure; configured to support a dynamic mix of aircraft ranging from regional jets to large widebody aircraft, including select aircraft meeting ADG VI criteria

  - one (1) ADG V aircraft taxilane between Satellite 1 and the proposed Satellite 2 Concourse (Project 3); a second, parallel taxilane is associated with proposed Satellite 2 and would combine for two ADG V taxilanes between Satellite 1 and proposed Satellite 2
  - taxilane bridge for the ADG V taxilane between Satellite 1 and proposed Satellite 2 (Project 3) at the connection with Taxiway K; including a 60-foot-wide span under and perpendicular to the taxilane, providing shell space for a proposed Airside Service Roadways (Project 15)
  - one (1) ADG V taxilane between Satellite 1 and the proposed OGT (Project 1) Concourse; a second, parallel taxilane is associated with the proposed OGT Concourse
  - taxilane bridge for the ADG V taxilane between Satellite 1 and the proposed OGT Concourse (Project 1) at the connection with Taxiway K; including a 60-foot-wide span under and perpendicular to the taxilane, providing shell space for proposed Airside Service Roadways (Project 15)
  - service roadways (approximately 230,000 square feet) connecting to adjacent existing and proposed service roadways, including head-of-stand service roadways at MARS-configured gates and repainted service roadway markings on the Terminal 1 Concourse C apron
  - pavement grading connecting to the apron pavement associated with proposed Satellite 2 (Project 3); proposed Taxiways North of Satellite 2 (Project 17); the proposed Taxiways A and B Reconfiguration (Project 29); existing Taxiways A and B at Taxiway A5; existing apron pavement west of Terminal 1 Concourse C; existing apron pavement between Terminal 1 Concourses B and C; existing Taxiways K and L; future Taxiways K and L Extension (between Taxiway SS and Taxiway A11; Baseline Project B35); and apron pavement associated with the proposed OGT (Project 1)
- passenger security screening checkpoint for international transfer passengers not requiring baggage re-check at the proposed OGT (Project 1)
- FIS annex to accommodate CBP for processing arriving international transfer passengers not requiring baggage re-check at the proposed OGT (Project 1)
- baggage handling systems and supporting infrastructure, including airline-specific and common use checked baggage screening and sortation, early bag storage, and outbound baggage makeup
- circulation areas, including public/non-public and sterile corridors within Satellite 1, and between Satellite 1 and Terminal 1 Concourse C
  - sterile corridors from gates on Satellite 1 to the proposed Consolidated Tunnel (Project 6) sterile corridor connecting to the FIS facility in the proposed OGT (Project 1)
  - vertical circulation, including access to shell space, apron, sterile corridors, and the proposed Consolidated Tunnel (Project 6) to the proposed Satellite 2 (Project 3) and the proposed OGT (Project 1)
- commercial space including amenities, concessions, offices, operations, restrooms, retail, and storage
- passenger and airline employee support facilities, including customer service desks, lounges, VIP areas, and crew areas
- EV charging stations adjacent to apron areas to service electric GSE

- holdrooms including circulation to sterile corridors and space for CUTE
- MEP engineering systems, including data fiber connections and necessary communications rooms; also including a branch tunnel from the proposed Consolidated Tunnel (Project 6) for distribution of utilities throughout Satellite 1
- below-grade shell space

2.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Satellite 1 are summarized in **Table 2**.

TABLE 2 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED SATELLITE 1

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Satellite 1 Concourse	Construct satellite concourse; integrate with existing Terminal 1 Concourse C	▪ Construct passenger concourse facility (approximately 300,000 square feet); generally rectangular approximately 45 feet high above the apron, rising to 65 feet in a triangular node that would have an apex approximately 75 feet high ▪ Integrate with the existing Terminal 1 Concourse C: ○ Close six (6) gates (Gates C1, C2, C3, C4, C6, and C8) ○ Remove approximately 70 feet of the west wall at the southern end of Concourse C (approximately 8,800 square feet) ○ Maintain southern end of Concourse C, including the domed roof
Proposed Satellite 1 Apron	Construct apron pavement; integrate with existing, future, and proposed apron and taxiways	▪ Construct approximately 2,600,000 square feet of apron pavement ○ 11 to 21 gates ○ Construct two (2) ADG V taxilanes ▪ Between Satellite 1 and the proposed Satellite 2 Concourse (parallel to an ADG V taxilane associated with the proposed Satellite 2 Concourse) ▪ Between Satellite 1 and the proposed OGT Concourse (parallel to an ADG V taxilane associated with the proposed OGT Concourse ○ Construct two (2) ADG V taxilane bridges ▪ Between Satellite 1 and the proposed Satellite 2 Concourse (parallel to an ADG V taxilane associated with the proposed Satellite 2 Concourse), connecting the apron to existing Taxiway K ▪ Between Satellite 1 and the proposed OGT Concourse (parallel to an ADG V taxilane

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
		associated with the proposed OGT Concourse, connecting the apron to future Taxiway K ▪ Integrate with existing airfield: ○ Terminal 1 Concourse C Apron ○ Taxiway A ○ Taxiway B ○ Taxiway K ▪ Integrate with future airfield: ○ Taxiway K (Taxiways K and L Extension and Associated Improvements between Taxiway SS and Taxiway A11) ▪ Integrate with proposed airfield: ○ OGT Apron (Project 1) ○ Satellite 2 Apron (Project 3) ○ Taxiways A and B Reconfiguration (Project 29)
Proposed Taxiway L4	Construct taxiway pavement	▪ Construct approximately 60,000 square feet of taxiway pavement
Proposed Service Roadway	Construct roadway pavement; integrate proposed roadways	▪ Construct approximately 230,000 square feet of roadway pavement ▪ Integrate with proposed Airside Service Roadways (Project 15)
Existing Terminal 1, Concourse C Apron	Demolish pavement	▪ Demolish approximately 830,000 square feet of apron pavement ▪ Repaint service roadway markings
Existing Tank Farm Road	Demolish pavement	▪ Demolish approximately 38,000 square feet of roadway pavement
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 250,000 square feet of taxiway pavement
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 430,000 square feet of taxiway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 5,000 square feet of taxiway pavement
Existing Taxiway K	Demolish pavement	▪ Demolish approximately 49,000 square feet of taxiway pavement
Existing Taxiway L	Demolish pavement	▪ Demolish approximately 12,000 square feet of taxiway pavement
Existing Taxiway SS	Demolish pavement	▪ Demolish approximately 140,000 square feet of taxiway pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Taxiway T	Demolish pavement	▪ Demolish approximately 430,000 square feet of taxiway pavement
Existing Taxiway T8	Demolish pavement	▪ Demolish approximately 56,000 square feet of taxiway pavement
Existing Taxiway T9	Demolish pavement	▪ Demolish approximately 35,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

3. SATELLITE 2 CONCOURSE AND ASSOCIATED APRON PAVEMENT

3.1 PROJECT SUMMARY

The proposed Satellite 2 Concourse and Associated Apron Pavement (Draft Future ALP Facility T2), as shown on **Exhibit 3**, would replace sections of Taxiways J, K, SS, T, and adjacent connector taxiways southwest of Terminal 1 Concourse C with a new concourse building. The Satellite 2 Concourse and Associated Apron Pavement, collectively referred to as Satellite 2 in this document, would support a range of airside concourse functions, including aircraft gates, passenger holdrooms, baggage handling systems, baggage make-up areas, various passenger amenities, and circulation space. Satellite 2 would provide 24 aircraft gates. Satellite 2 can be referenced in Appendix A.

3.2 PROJECT DESCRIPTION

Satellite 2 would consist of an airside satellite concourse building (approximately 270,000 square feet) surrounded by aircraft parking positions. The proposed building would be similar in shape to proposed Satellite 1 (Project 2), which would be generally rectangular with a triangular node. The entire structure would be approximately 30 feet high. Satellite 2 would accommodate both domestic and international precleared operations and passengers would connect to proposed Satellite 1 and OGT (Project 1) via a secure pedestrian tunnel (Project 6). International arrival operations from non-precleared origins would not operate at Satellite 2. In conjunction with the proposed OGT, Satellite 2 would replace gates eliminated during the proposed Terminal 2 Demolition (Section 1.2.6). Satellite 2 would improve passenger experience and level of service though new design and updated technologies and wider inter-terminal walkway spaces not provided in the existing Terminal 2.

Satellite 2 would have three (3) levels, one (1) of which would be below grade. Satellite 2 levels would primarily serve the following functions:

- Concourse level: holdrooms, commercial space, airline passenger support facilities
- Apron level (at-grade): baggage handling, MEP engineering systems, airline employee support facilities
- Below-grade Level: baggage handling, MEP engineering systems, shell space

Satellite 2 would accommodate 24 aircraft parking positions with gate frontage, many would be configured to accommodate a mix of aircraft ranging from regional jets to large narrowbody aircraft, including select aircraft meeting ADG IV criteria. These aircraft parking positions would be on approximately 1,800,000 square feet of apron pavement, which including space for airside service roadways, GSE staging and parking, and apron taxilanes connecting the aircraft parking positions to taxiways.

Satellite 2 would require demolition of existing airside roadway pavement (approximately 17,000 square feet) and taxiway pavement (approximately 810,000 square feet), including sections of the Penalty Box Hold Pad, Taxiway J, Taxiway K, Taxiway SS, Taxiway T, Taxiway T6, Taxiway T7, and Taxiway T8.

Satellite 2 would support airline and tenant operations with a new modern concourse facility and include the following features:

- apron pavement, including lighting, service roadway markings, and taxilane markings
  - 24 gates, including PCA units, 400 Hz power converters, on-gate deicing systems, and hydrant fueling infrastructure; gates configured to support regional jets, narrowbody aircraft, and preserved space for the flexibility to serve longer aircraft to the east
  - one (1) ADG V taxilane between Satellite 2 and the proposed Satellite 1 Concourse (Project 2); a second, parallel taxilane is associated with proposed Satellite 1 and would combine for two (2) ADG V taxilanes between Satellite 2 and proposed Satellite 1
  - taxilane bridge for the ADG V taxilane between Satellite 2 and proposed Satellite 1 (Project 2) at the connection with Taxiway K, including a 60-foot-wide span under and perpendicular to the taxilane, providing shell space for a proposed Airside Service Roadways (Project 15)
  - pushback area west of the apron pavement reserved for aircraft gate parking would accommodate ADG III aircraft pushbacks remaining clear of the future Taxiways A and B Relocation (Baseline Project B62) object-free area; aircraft would maneuver directly onto the future taxiways from the pushback area
  - service roadways (approximately 160,000 square feet) connecting to adjacent existing and proposed service roadways
  - pavement grading would connect to the apron pavement associated with proposed Satellite 1 (Project 2), future Taxiways A and B Relocation, proposed Taxiways North of Satellite 2 (Project 17), existing Taxiway B at Taxiway A5, and existing Taxiways K and L
- baggage handling systems and supporting infrastructure, including airline-specific and common use checked baggage screening and sortation, early bag storage, and outbound baggage makeup
- circulation areas, including public/non-public corridors within Satellite 2
  - vertical circulation, including access to shell space, apron, sterile corridors, and the proposed Consolidated Tunnel (Project 6) to the proposed Satellite 1 (Project 2)
- commercial space, including amenities, concessions, offices, operations, restrooms, retail, and storage
- passenger and airline employee support facilities, including customer service desks, lounges, VIP areas, crew areas, offices, and administrative support
- EV charging stations adjacent to apron areas to service electric GSE
- holdrooms, including space for CUTE
- MEP engineering systems, including data fiber connections and necessary communications rooms, as well as a branch tunnel from the proposed Consolidated Tunnel (Project 6) for distribution of utilities throughout Satellite 2
- below grade shell space

3.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with proposed Satellite 2 are summarized in **Table 3**.

TABLE 3 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED SATELLITE 2

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Satellite 2 Concourse	Construct satellite concourse	▪ Construct passenger concourse facility (approximately 270,000 square feet); approximately 30 feet high, generally rectangular with a triangular node
Proposed Satellite 2 Apron	Construct apron pavement; integrate with existing, future, and proposed apron and taxiways	▪ Construct approximately 1,800,000 square feet of apron pavement ○ 24 gates ○ Construct one (1) ADG V taxilane between Satellite 2 and the proposed Satellite 1 Concourse (parallel to an ADG V taxilane associated with the proposed Satellite 1 Concourse) ○ Construct one (1) ADG V taxilane bridge ○ Construct ADG III pushback area west of Satellite 2, adjoining the future Taxiway A ▪ Integrate with existing airfield: ○ Taxiway K ▪ Integrate with future airfield: ○ Taxiway A (Relocation) ▪ Integrate with proposed airfield: ○ Satellite 1 Apron (Project 2) ○ Taxiways North of Satellite 2 (Project 17)
Proposed Service Roadway	Construct roadway pavement; integrate with proposed roadways	▪ Construct approximately 160,000 square feet of roadway pavement ▪ Integrate with proposed Airside Service Roadways (Project 15)
Existing Penalty Box Hold Pad	Demolish pavement	▪ Demolish approximately 3,000 square feet of taxiway pavement
Existing Tank Farm Road	Demolish pavement	▪ Demolish approximately 17,000 square feet of roadway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 50,000 square feet of taxiway pavement
Existing Taxiway K	Integrate with apron pavement	▪ Demolish approximately 77,000 square feet of taxiway pavement
Existing Taxiway SS	Demolish pavement	▪ Demolish approximately 310,000 square feet of taxiway pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Taxiway T	Demolish pavement	▪ Demolish approximately 240,000 square feet of taxiway pavement
Existing Taxiway T6	Demolish pavement	▪ Demolish approximately 22,000 square feet of taxiway pavement
Existing Taxiway T7	Demolish pavement	▪ Demolish approximately 48,000 square feet of taxiway pavement
Existing Taxiway T8	Demolish pavement	▪ Demolish approximately 12,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

4. TERMINAL 1 CONCOURSE B NORTHEAST END EXPANSION

4.1 PROJECT SUMMARY

The proposed Terminal 1 Concourse B Northeast End Expansion, as shown on **Exhibit 4**, would replace an existing surface parking lot with a terminal building expansion that would integrate with existing Terminal 1 (ALP Building 221) and Concourse B (ALP Building 222). The Terminal 1 Concourse B Northeast End Expansion, referred to as the Concourse B Expansion in this document, could support a range of terminal functions, including check-in facilities, security screening, airline office space, various passenger amenities, and circulation space. The Concourse B Expansion can be referenced in Appendix A.

4.2 PROJECT DESCRIPTION

The Concourse B Expansion would support airline and tenant operations with an expanded terminal building. The Concourse B Expansion would enhance passenger level of service by providing more check-in space and concessions, adjacent to and continuation of similar facilities and functions in Terminal 1. The Concourse B Expansion would accommodate updated TSA screening technology to accelerate circulation throughput and improve efficiency.

The Concourse B Expansion would expand the existing Terminal 1 and Concourse B footprints and consist of a two-level adjoining structure (approximately 41,000 square feet). The facility would tie into and match the existing Terminal 1 and Concourse B dimensions. To facilitate facility integration, approximately 110 feet of Terminal 1 windows and/or façade (concourse and apron levels) and approximately 500 feet of Concourse B (north end) windows and/or façade (concourse and apron levels) would be removed. The proposed Concourse B Expansion would maintain roof alignment with roof heights of existing adjacent facilities. The configuration of the existing Concourse B gates that extend from the northeast side of the concourse and curve to mimic the bend in the main terminal roadway would remain intact at concourse level while the existing lower roadway level would be integrated with the proposed expansion.

The Concourse B Expansion would extend east from the existing Concourse B to the landside access roadway, generally between Gates B12 and B14. It would adjoin to the Terminal 1 north façade and Concourse B east façade. The Concourse B Expansion would require demolition of existing landside tenant surface parking lot pavement (approximately 32,000 square feet).

The Concourse B Expansion is anticipated to include the following features:

- passenger check-in hall, including configuration and space for CUTE to support check-in operations by multiple airlines
- passenger security screening checkpoint
- circulation areas, including public/non-public and secure/landside corridors within the Concourse B Expansion, and between the proposed Satellite 1 and existing Terminal 1 Concourse B
- commercial space, including amenities, concessions, offices, operations, restrooms, retail, and storage

- passenger and airline employee support facilities, including customer service desks, lounges, VIP areas, crew areas, offices, and administrative support
- MEP engineering systems, including data fiber connections and necessary communications rooms, and renovation/replacement of existing Concourse B MEP engineering systems

4.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Concourse B Expansion are summarized in **Table 4**.

TABLE 4 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CONCOURSE B EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 1, Concourse B Expansion	Expand terminal building; integrate with existing Terminal 1	▪ Construct expansion (approximately 41,000 square feet) ▪ Integrate with existing Terminal 1: ○ Remove approximately 110 feet of Terminal 1 windows and/or façade ○ Maintain roof alignment with adjacent Terminal 1 roof height at base of existing sloped skylights ▪ Integrate with the Terminal 1 Concourse B: ○ Remove approximately 500 feet of Concourse B (northeast end) windows and/or façade ○ Maintain roof alignment with adjacent Concourse B roof height at base of existing sloped skylights
Proposed Terminal 1, Tenant Surface Parking Lot	Demolish pavement	▪ Demolish approximately 32,000 square feet of landside surface parking lot pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

5. TERMINAL 3 CONCOURSE L STINGER ONE-GATE ADDITION AND ASSOCIATED APRON EXPANSION

5.1 PROJECT SUMMARY

The proposed Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion, as shown on **Exhibit 5**, would demolish the existing AT&T Building (ALP Building 464) to provide aircraft parking apron pavement for one (1) new aircraft gate position. The proposed additional gate position would integrate with the Terminal 3 Concourse L Stinger Five-Gate Extension (completed 2018 [Baseline Project B22]) and Terminal 3 Concourse L Stinger Two-Gate Addition (Baseline Project B59). The Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion, collectively referred to as the Concourse L Stinger One-Gate Addition in this document, would provide one (1) gate and approximately 24,000 square feet of additional apron area. The Concourse L Stinger One-Gate Addition can be referenced in Appendix A.

5.2 PROJECT DESCRIPTION

The Concourse L Stinger One-Gate Addition would accommodate one (1) aircraft parking position north of the Concourse L Stinger, where the existing AT&T Building is located. This aircraft parking position would comprise approximately 24,000 square feet of apron pavement, including space for GSE staging and parking. The Concourse L Stinger One-Gate Addition would provide additional gate frontage for one (1) new aircraft parking position. The Concourse L Stinger One-Gate Addition, in conjunction with the future Terminal 3 Concourse L Stinger Five-Gate Extension and Terminal 3 Concourse L Stinger Two-Gate Addition, would improve the operational efficiency of Concourse L.

The Concourse L Stinger One-Gate Addition is anticipated to include the following features:

- apron pavement, including lighting, painting, and service roadway markings
  - one (1) gate configured to support regional jets, including a PCA unit, 400 Hz power converter, on-gate deicing systems, and connection to hydrant fueling infrastructure

5.2.1 (5A) AT&T BUILDING DEMOLITION

The Concourse L Stinger One-Gate Addition would require the demolition of the existing AT&T Building (ALP Building 464). The AT&T Building Demolition would consist of demolishing an approximately 12,000-square-foot building (approximately 105 feet by 105 feet). Existing landside surface parking and access road pavement (approximately 13,000 square feet) would also be demolished. The site would be occupied by the Concourse L Stinger One-Gate Addition.

5.4 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Concourse L Stinger One-Gate Addition are summarized in **Table 5**.

TABLE 5 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CONCOURSE L STINGER ONE-GATE ADDITION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 3, Concourse L Stinger One-Gate Addition Apron	Construct apron pavement; demolish existing building; integrate with future apron pavement associated with the Terminal 3 Concourse L Two-Gate Addition	▪ Construct approximately 24,000 square feet of apron pavement ○ One (1) gate ▪ Demolish the existing AT&T Building (approximately 12,000 square feet) ▪ Demolish 13,000 square feet of associated pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

6. CONSOLIDATED BAGGAGE, PEDESTRIAN/MOVING WALKWAY, AND UTILITY TUNNEL

6.1 PROJECT SUMMARY

The proposed Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel (between the proposed OGT and the future Taxiways A and B Relocation), as shown on **Exhibit 6**, would connect the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3) with a tunnel beneath the associated apron and between the proposed OGT and the taxiway object free area of the future Taxiways A and B Relocation (Baseline Project B62). The Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel, referred to as the Consolidated Tunnel in this document, would include rights-of-way for baggage handling systems, utility corridors, motorized vehicle rights-of-way, and circulation space for conveying passengers, utilities, and baggage between the proposed OGT, Satellite 1, and Satellite 2. Passengers would access the Consolidated Tunnel from the below-grade levels of the proposed OGT, Satellite 1, and Satellite 2. The Consolidated Tunnel can be referenced in Appendix A.

6.2 PROJECT DESCRIPTION

The Consolidated Tunnel would enhance passenger level of service and provide interconnected facilities for domestic and international passengers. The Consolidated Tunnel would provide rights-of-way for baggage handling, utility corridors, and circulation space for conveying passengers, utilities, and baggage between the proposed OGT (Project 1), proposed Satellite 1 (Project 2), and proposed Satellite 2 (Project 3).

The Consolidated Tunnel would be one level, below grade, and interface to the below-grade levels of the proposed OGT, Satellite 1, and Satellite 2, extending to the taxiway object free area west of future Taxiways A and B. The Consolidated Tunnel is anticipated to have a total length of approximately 4,400 linear feet (including shell space for pedestrian access under the proposed Satellite 1 and Satellite 2). The Consolidated Tunnel would be approximately 200 feet wide and 40 feet deep on a single level; construction access passageways would account for approximately 36 feet of the tunnel width (18 feet on each side). The tunnel would require approximately 1,300,000 cubic yards of excavation.

The Consolidated Tunnel would provide direct connections between the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3). The Consolidated Tunnel would include the following features:

- baggage handling systems and supporting infrastructure, including a baggage tug right-of-way with overhead space for conveyors and carrier system tracks (24 feet wide)
- circulation areas, including public/non-public and sterile/non-sterile corridors and moving walkways. Including:
  - circulation within the Consolidated Tunnel, and between the Consolidated Tunnel and the proposed OGT, Satellite 1, and Satellite 2 (approximately 59 feet wide)

  - a sterile corridor, approximately 29 feet wide, between the proposed Satellite 1 (Project 2) and the proposed OGT (Project 1)
- shell space on each side of the secure pedestrian corridor (16 feet wide each)
- MEP engineering systems, including dry and wet utility corridors, pump rooms, and data fiber connections, as well as necessary communications rooms (20-foot-wide utility corridor)

The Consolidated Tunnel would be segmented into three (3) sections of tunnels and would integrate with proposed structures. The following describes these sections:

6.2.1 (6A) CONSOLIDATED TUNNEL SECTION 1

Consolidated Tunnel Section 1 would be approximately 1,800 feet long, spanning from the proposed OGT (Project 1) to proposed Satellite 1 (Project 2). It would integrate with the below-grade levels of the proposed OGT and proposed Satellite 1. Consolidated Tunnel Section 1 would include a sterile corridor with moving walkways to connect international arriving passengers at Satellite 1 to the FIS facility in the proposed OGT, as well as a non-sterile corridor with moving walkways connecting the proposed Satellite 1 and the proposed OGT.

6.2.2 (6B) CONSOLIDATED TUNNEL SECTION 2

Consolidated Tunnel Section 2 would be approximately 1,700 feet long, spanning between the proposed Satellites 1 and 2 (Projects 2 and 3). This length includes the length of the proposed Satellites 1 and 2 shell space. It would integrate with the below-grade levels of the proposed Satellite Concourses. Consolidated Tunnel Section 2 would include a corridor with moving walkways to connect domestic and precleared international passengers moving between the proposed Satellites 1 and 2.

6.2.3 (6C) CONSOLIDATED TUNNEL SECTION 3

Consolidated Tunnel Section 3 would be approximately 900 feet long, spanning between the proposed Satellite 2 (Project 3) and the westernmost object free area of the future Taxiways A and B Relocation.

6.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Consolidated Tunnel are summarized in **Table 6**.

TABLE 6 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED CONSOLIDATED TUNNEL

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Consolidated Baggage, Pedestrian/ Moving Walkways, and Utility Tunnel	Construct tunnel below future and proposed facilities; integrate with proposed facilities	▪ Construct 200-foot-wide tunnel: ○ Consolidated Tunnel Section 1 (between proposed OGT and proposed Satellite 1) ▪ 820-foot-long tunnel under the OGT ▪ 980-foot-long tunnel under apron ○ Consolidated Tunnel Section 2 (between proposed Satellites 1 and 2) ▪ 400-foot-long Satellite 1 shell space for pedestrian access ▪ 900-foot-long tunnel under apron ▪ 400-foot-long Satellite 2 shell space for pedestrian access ○ Consolidated Tunnel Section 3 (between proposed Satellite 2 and future Taxiways A and B Relocation) ▪ 900-foot-long tunnel under apron and taxiways ▪ Integrate with proposed facilities: ○ OGT (Project 1) ○ Satellite 1 Concourse (Project 2) ○ Satellite 2 Concourse (Project 3)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

7. TERMINAL 5 CURBSIDE ADDITION AND INTERIOR RECONFIGURATION

7.1 PROJECT SUMMARY

The Terminal 5 Curbside Addition and Interior Reconfiguration, as shown on **Exhibit 7**, would renovate and expand the interior of the existing Terminal 5 (ALP Building 325). The Terminal 5 Curbside Addition and Interior Reconfiguration, referred to as the Terminal 5 Reconfiguration in this document, would renovate existing spaces, including the passenger check-in hall, FIS, baggage handling systems and supporting infrastructure, meeter-greeter reception space, circulation areas, security screening, commercial space, passenger and airline employee support facilities, holdrooms, and MEP engineering systems. The Terminal 5 Reconfiguration can be referenced in Appendix A.

7.2 PROJECT DESCRIPTION

The Terminal 5 Reconfiguration would provide facilities to support the wide variety of air carrier needs that would arise from the co-location of domestic and international aircraft. The Terminal 5 Reconfiguration would consist of modifications to the terminal interior spaces on the penthouse, mezzanine, concourse, apron, and lower levels. It would add two (2) approximately 24,000-square-foot building additions along the curb-facing sides of the existing structure (48,000 total square feet of proposed terminal building) and expand the check-in hall 15,000 square feet. The Terminal 5 Reconfiguration would reorganize and expand the existing building to meet future demand resulting from increased domestic operations and decreased international operations as airlines move international operations to the proposed OGT (Project 1).

The two (2) approximately 24,000-square-foot curbside additions would adjoin the northeast façade of existing Terminal 5 between Gates M1 and M6 and the north façade between Gates M13 and M19.

7.2.1 (7A) TERMINAL 5 EAST CURBSIDE ADDITION

The Terminal 5 East Curbside Addition, referred to as the East Addition in this document, would enhance passenger level of service with a "westbound" moving walkway and wider circulation corridor. The East Addition would widen Concourse M by 15 feet opposite Gates M13 through M19. It would also widen the Terminal 5 main building 70 feet to the northeast near Gate M13, up to Door 5F. The East Addition would require demolition of 1,200 feet of façade on the concourse and apron levels to tie in the addition with the existing structure. The East Addition would facilitate proximate interior modifications, including the removal of two (2) existing moving walkways near Gates M15 and M17, holdroom expansions, and the addition of commercial space. The East Addition would have two (2) levels that would serve the following functions:

- Concourse level: circulation, four (4) moving walkways (enabling bidirectional travel, a function that does not currently exist), security screening checkpoint
- Apron level (at-grade): sterile corridor expansion, airline employee support facilities, MEP engineering systems

7.2.2 (7B) TERMINAL 5 WEST CURBSIDE ADDITION

The Terminal 5 West Curbside Addition, referred to as the West Addition in this document, would enhance passenger level of service with a "southbound" moving walkway and wider circulation corridor. The West Addition is anticipated to widen Concourse M by 15 feet opposite Gates M1 and M2, 30 feet opposite Gates M3 and M4, and 20 feet opposite Gates M5 and M6. It would widen the Terminal 5 main building 70 feet to the northeast near Gate M6, up to Door 5A. The West Addition would require demolition of 900 feet of façade on the concourse and apron levels to tie in the addition with the existing structure. The West Addition would facilitate proximate interior modifications including removal of the existing moving walkway near Gate M5, holdroom expansions, and the addition of commercial space. The West Addition would have two (2) levels that would serve the following functions:

- Concourse level: circulation, two (2) moving walkways (enabling bidirectional travel, a function that does not currently exist), security screening checkpoint
- Apron level (at-grade): airline employee support facilities, MEP engineering systems

7.2.3 (7C) TERMINAL 5 INTERIOR RECONFIGURATION

Interior reconfigurations would be made within the approximately 600,000-square-foot existing and future Terminal 5 Expansion project on two (2) levels). The future Terminal 5 Expansion (Baseline Project B42) includes the future East Expansion (Baseline Project 42d), and future Core Expansions (Baseline Project 42c) shown on Exhibit 7. The reconfigurations would optimize existing interior spaces to serve the anticipated increase of domestic operations and decrease of international operations at Terminal 5. The reconfigurations would improve the passenger experience by improving circulation, reducing crowding and congestion, and expanding amenities. The Terminal 5 Reconfiguration would include the following features:

- passenger check-in hall expansion and renovation, including configuration and space for CUTE to support check-in operations by multiple airlines
- passenger security screening checkpoint expansion
- ATS station renovation
- FIS reduction to accommodate CBP for processing international arriving passengers, including transfer baggage re-check and customer support
- baggage handling systems and supporting infrastructure renovations, including airline-specific and common use checked baggage screening and sortation, early bag storage, outbound baggage makeup, inbound baggage drop-off, and baggage claim devices
- domestic and Preclearance baggage claim expansion
- international baggage claim renovation, including dynamic partitions for sterile/non-sterile changeable-use of claim devices for domestic/Preclearance and international CBP-processed passengers
- meeter-greeter reception space renovation
- circulation area renovations, including public/non-public, secure/landside, and sterile corridors within Terminal 5

  - sterile corridor network within Terminal 5, providing segregated access between all gates in Terminal 5 and the FIS
  - vertical circulation, including access to the Terminal 5 ATS station (ALP Building 324), apron level, and sterile corridors
- commercial space expansion, including amenities, concessions, offices, operations, restrooms, retail, and storage
- passenger and airline employee support facility expansion, including customer service desks, lounges, VIP areas, and crew areas
- EV charging stations adjacent to apron areas to service electric GSE
- holdroom expansions and renovations, including circulation to sterile corridors; also including connections for CUTE, seating, and queuing areas
- MEP engineering system renovations, including data fiber connections and necessary communications rooms

7.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Reconfiguration are summarized in **Table 7**.

TABLE 7 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 RECONFIGURATION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 5 West Addition, Gates M1 to M6 (Curb-Facing Side)	Expand terminal building along landside facing exterior wall; integrate with existing terminal building	▪ Construct an approximately 24,000-square-foot building addition ▪ Add security screening checkpoint ▪ Integrate with landside facing exterior wall of existing Terminal 5, Concourse M (west): ○ Remove approximately 900 feet of windows and/or façade (apron level and concourse level) ○ Replace the existing moving walkway with two (2) bidirectional moving walkways
Proposed Terminal 5 East Addition, Gates M13 to M19 (Curb-Facing Side)	Expand terminal building along landside facing exterior wall; integrate with existing terminal building	▪ Construct an approximately 24,000-square-foot building addition ▪ Add security screening checkpoint ▪ Expand sterile corridor ▪ Integrate with landside facing exterior wall of existing Terminal 5, Concourse M (east): ○ Remove approximately 1,200 feet of windows and/or façade (apron level and concourse level) ○ Replace the two (2) existing moving walkways with four (4) bidirectional moving walkways
Proposed Terminal 5 Interior Reconfiguration	Reconfigure terminal building interior; expand check-in hall; renovate interior space	▪ Modify interior to serve the anticipated increase of domestic operations and decrease of international operations at Terminal 5 ▪ Construct check-in hall expansion (approximately 15,000-square-foot footprint) ▪ Renovate/repurpose/reconfigure of existing and future Terminal 5 interior spaces (approximately 600,000 square feet) ▪ Optimize interior modifications to accommodate the future increase of domestic operations and decrease of international operations

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

8. TERMINAL 5 ROADWAY IMPROVEMENTS

8.1 PROJECT SUMMARY

The proposed Terminal 5 Roadway Improvements, as shown on **Exhibit 8**, would reconfigure the existing Terminal 5 access roadway network to increase roadway capacity on the site, replacing existing roadways and demolishing sections of public parking Lot D, the GSE storage area, the Former Delta Cargo building, and Outside Plumber Shop. The Terminal 5 Roadway Improvements would enhance the existing access roadway network with pavement restriping, additional lanes, and a viaduct to Interstate 190 (I-190). Vehicles would continue to access Terminal 5 via I-190, Bessie Coleman Drive, and Balmoral Avenue. The Terminal 5 Roadway Improvements would provide approximately 195,000 square feet of new roadway pavement. The Terminal 5 Roadway Improvements can be referenced in Appendix A.

8.2 PROJECT DESCRIPTION

The addition of a lane on the I-190 exit road to Bessie Coleman Drive and reconfiguration of the I-190 exit road/Bessie Coleman Drive intersection would improve landside roadway functionality, support airport landside operations, and enhance passenger experience by alleviating current traffic congestion.

The Terminal 5 Roadway Improvements would consist of new pavement and modifications to the existing Terminal 5 access roadway network. The Terminal 5 Roadway Improvements new pavement area would be approximately 195,000 square feet. The roadway improvements would increase the capacity of the Terminal 5 access roadway network to meet future demand.

The Terminal 5 Roadway Improvements would require demolition of existing structures, including the Former Delta Cargo building (approximately 32,000 square feet) and the Outside Plumber Shop (approximately 1,400 square feet). Existing airside pavement used for GSE storage (approximately 130,000 square feet), landside roadway pavement (approximately 100,000 square feet) and surface parking lot pavement (approximately 100,000 square feet) would also be demolished, including sections of the Terminal 5 Exit Roadway, Old Cargo Road, and pavement surrounding the Former Delta Cargo building.

A surface parking lot east of the proposed Terminal 5 Phase 2 garage (Project 26) would also be constructed. The proposed surface parking lot would be approximately 150,000 square feet, providing approximately 500 surface parking spaces. The surface parking area would replace existing parking to be removed with the proposed Phase 2 garage and the Terminal 5 Hotel Facility and Pedestrian Bridge (Project 25).

The Terminal 5 Roadway Improvements would include the following features:

- additional roadway pavement, including lighting and markings:
  - additional southbound lane on Bessie Coleman Drive to the Terminal 5 entry roadway north of the Terminal 5 intersection (increasing from two [2] to three [3] 12-foot-wide through/inbound lanes; approximately 1,700 square feet)
  - additional inbound lane along the Terminal 5 entry roadway (increasing from two (2) to three (3) 12-foot-wide inbound lanes; approximately 6,000 square feet)

  - one (1) recirculation lane (approximately 11,000 square feet) from the Terminal 5 Exit Roadway
  - surface parking lot (approximately 150,000 square feet) adjacent to proposed Terminal 5 Hotel (Project 25)
  - outbound roadway reconfiguration; including continuation of five (5) total outbound lanes from the lower level curbside (two [2] 12-foot-wide lanes), upper level curbside (two [2] 12-foot-wide lanes), and the proposed Terminal 5 Hotel Facility and Pedestrian Bridge (Project 25) and future parking facilities (one [1] 12-foot-wide lane); divergence of two (2) 12-foot-wide lanes to the Terminal 5 intersection and three (3) 12-foot-wide lanes to the bridge over Balmoral Avenue (approximately 180,000 square feet)
  - bridge over Balmoral Avenue to I-190 and Balmoral Avenue to reduce the volume of outbound traffic through the signalized intersection; including recirculation to Terminal 5 via Balmoral Avenue (350 feet long by 80 feet wide)
- restriped existing roadway pavement:
  - along the westbound I-190 exit road
  - at the I-190 exit road intersection with Bessie Coleman Drive
  - along southbound Bessie Coleman Drive, south of the I-190 exit road intersection
  - north of the Terminal 5 intersection to accommodate the additional southbound lane
  - along the Terminal 5 entry roadway

The Terminal 5 Roadway Improvements would affect existing structures. The following describes the activities associated with demolition of these structures.

8.2.1 (9A) FORMER DELTA CARGO DEMOLITION

The Former Delta Cargo Demolition (Vacant ALP Building 527) 32,000 square feet (approximately 265 feet by 125 feet) footprint would be demolished. The Former Delta Cargo Demolition would accommodate the Terminal 5 access roadways. Section 9.3 summarizes Terminal 5 Roadway Improvements construction activities, including the Former Delta Cargo Demolition.

8.2.2 (9B) OUTSIDE PLUMBER SHOP DEMOLITION

The Outside Plumber Shop Demolition (ALP Building 523) covering 1,400 square feet (approximately 75 feet by 20 feet) of footprint would be demolished. The Outside Plumber Shop Demolition would be accommodated through other existing facilities. Terminal 5 access roadways. Functions of the Outside Plumber Shop Section 8.3 summarizes Terminal 5 Roadway Improvements construction activities, including the Outside Plumber Shop Demolition.

8.4 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Roadway Improvements are summarized in **Table 8**.

TABLE 8 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 ROADWAY IMPROVEMENTS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Terminal 5 Entry Roadway	Expand Terminal 5 entry roadway; integrate with existing entry roadway	▪ Construct approximately 17,000 square feet of roadway pavement ○ Construct one (1) additional inbound lane along the Terminal 5 entry roadway (approximately 6,000 square feet) ○ Construct one (1) recirculation lane from T5 exit roadway (11,000 square feet) ▪ Construct approximately 150,000 square feet of surface parking lot pavement ▪ Integrate with existing Terminal 5 entry roadway: ○ Reconfigure/restripe for one additional inbound lane (three [3] total lanes)
Existing Terminal 5 Exit Roadway	Demolish pavement; reconstruct roadway pavement; demolish existing buildings; demolish GSE staging area; integrate with existing landside roadways	▪ Construct approximately 180,000 square feet of roadway pavement: ○ Configure pavement for five (5) total outbound lanes, diverging to Bessie Coleman Drive (two [2] lanes), and eastbound I-190 and Balmoral Avenue (three [3] lanes) ○ Construct pavement for two (2) recirculation lanes to Balmoral Avenue ○ Construct pavement for two (2) outbound lanes to eastbound I-190 ○ Construct 350-foot-long by 80-foot-wide bridge to reduce the volume of outbound traffic through the signalized intersection ▪ Demolish approximately 330,000 square feet of pavement: ○ GSE Staging Area ○ Existing Terminal 5 Exit Roadway ○ Old Cargo Road ○ Terminal 5 On-Ramp to I-190 (Eastbound) ▪ Demolish existing buildings: ○ Former Delta Cargo Demolition (approximately 32,000-square-foot footprint) ▪ Demolish approximately 100,000 square feet of associated pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
		○ Outside Plumber Shop (approximately 1,400-square-foot footprint) ▪ Integrate with existing roadways: ○ Terminal 5 Exit Roadway ○ Balmoral Avenue ○ I-190 (Eastbound)
Existing Southbound Bessie Coleman Drive	Expand southbound Bessie Coleman Drive; reconfigure and integrate with existing southbound Bessie Coleman Drive	▪ Construct approximately 1,700 square feet of roadway pavement ▪ Integrate with existing southbound Bessie Coleman Drive (north of the Terminal 5 entry roadway): ▪ Reconfigure/restripe for one (1) additional southbound lane (four [4] total lanes)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

9. TERMINAL 5 CURBSIDE EXPANSION

9.1 PROJECT SUMMARY

The proposed Terminal 5 Curbside Expansion, as shown on **Exhibit 9**, would increase capacity of the existing Terminal 5 upper level (departures) and lower level (arrivals) curbside roadways. The Terminal 5 Curbside Expansion would supplement the existing curbside roadways with pavement restriping, additional lanes, and enlarged sidewalks. Vehicles would continue to access the Terminal 5 curbside via the existing Terminal 5 access roadway network with the proposed improvements (Project 8). The proposed project would provide approximately 100,000 square feet of new roadway pavement and reconfigure/restripe approximately 76,000 square feet of existing roadway pavement. The Terminal 5 Curbside Expansion can be referenced in Appendix A.

9.2 PROJECT DESCRIPTION

The expansion of Terminal 5 upper and lower level curbside roadways would improve traffic flow from the passenger drop-off and pick-up process. The upper curbside roadway expansion would increase the Terminal 5 curbside capacity to meet anticipated demand; the lower level reconfiguration is anticipated to widen the outer curbside sidewalk by approximately 25 feet to reduce the crowding of passengers on the curbside. The Terminal 5 Curbside Expansion would consist of new pavement and modifications to the existing Terminal 5 upper level and lower level curbside roadways. The Terminal 5 Curbside Expansion is anticipated to include approximately 100,000 square feet of new pavement area and require demolition of approximately 23,000 square feet existing landside roadway pavement.

The Terminal 5 Curbside Expansion would support landside operations with expanded and reconfigured curbside roadways, increasing curbside capacity, and would include the following features:

- additional roadway pavement, including lighting and markings:
  - additional upper level outer curbside roadway lanes; adding three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane, and increasing curbside lanes from four (4) to eight (8); including curbside sidewalk (12 feet wide)
  - additional lower level outer curbside roadway lane and lower level reconfiguration; retaining three (3) 12-foot-wide through lanes and one 12-foot-wide (1) parking lane; including curbside sidewalk and space for upper level curbside expansion support structure (net-zero lane change); outer curbside sidewalk width increasing from 13 feet to 38 feet
  - additional outbound lane from the lower level curbside; increasing from one (1) to two (2) 12-foot-wide outbound lanes from the lower level curbside
  - additional outbound lane from the upper level curbside; increasing from one (1) to two (2) 12-foot-wide outbound lanes from the upper level curbside
  - outbound lane reconfiguration from public parking Lot D and the future Terminal 5 Parking Garage (Baseline Project B42e; Draft Future ALP Facility L1); retaining one (1) 12-foot-wide outbound lane from the parking facilities (net zero lane count difference)
- restriped existing roadway pavement:

- along the Terminal 5 entry roadway, including the roadways to the lower and upper level curbsides
- along the Terminal 5 exit roadway, including the roadways from the lower and upper level curbsides, and public parking Lot D/future Terminal 5 Parking Garage

The Terminal 5 Curbside Expansion would be segmented into two (2) levels:

9.2.1 (10A) TERMINAL 5 UPPER LEVEL CURBSIDE EXPANSION

The Terminal 5 Upper Level Curbside Expansion would be four (4) lanes wide, spanning the length of the existing upper level curbside roadway, and would include three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane with an adjacent 12-foot-wide wide curbside covered sidewalk. It would adjoin to, and integrate with, the northeast edge of the existing upper level curbside, establishing the expansion as the outer curbside.

9.2.2 (10B) TERMINAL 5 LOWER LEVEL CURBSIDE EXPANSION

The Terminal 5 Lower Level Curbside Expansion would expand the outer lower level curbside roadway, shifting all four (4) lanes, including three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane to the northeast, spanning the length of the existing lower level curbside. It would widen the existing outer curbside sidewalk by 25 feet, including space for the supporting structure of the Terminal 5 Upper Level Curbside Expansion.

9.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Curbside Expansion are summarized in **Table 9**.

TABLE 9 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 CURBSIDE EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Upper Level (Departures) Curbside	Expand upper level curbside roadway; reconfigure/restripe and integrate with existing landside roadways	▪ Construct approximately 75,000 square feet of roadway (curbside) pavement, including sidewalk for outer curbside (4 lanes) ▪ Integrate with existing Terminal 5 roadways: ○ Inbound (to the upper level curbside) ○ Outbound (from the upper level curbside) ○ Reconfigure/restripe approximately 18,000 square feet of existing roadway for one (1) additional outbound lane (two [2] lanes total)
Proposed Lower Level (Arrivals) Curbside	Expand lower level curbside roadway; demolish roadway pavement; reconfigure/restripe and integrate with existing landside roadways	▪ Construct approximately 25,000 square feet of roadway (curbside) pavement (1 lane) ▪ Demolish approximately 23,000 square feet of roadway pavement ▪ Reconfigure approximately 58,000 square feet of existing lower level curbside: ○ Convert outer curb parking lane into sidewalk ○ Convert innermost through lane into parking lane ▪ Integrate with existing Terminal 5 roadways: ○ Inbound (to the lower level curbside) ▪ Reconfigure/restripe for one (1) additional inbound lane (three [3] lanes total) ○ Outbound (from the lower level curbside) ▪ Reconfigure/restripe for one (1) additional outbound lane (two [2] lanes total)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

10. WEST HEATING AND REFRIGERATION FACILITY

10.1 PROJECT SUMMARY

The West Heating and Refrigeration Facility (Draft Future ALP Facility S3), as shown on **Exhibit 10**, would increase heating and refrigeration capacity with construction of a proposed plant on an undeveloped site on the western side of airport property. The West Heating and Refrigeration Facility, referred to as the West H&R Facility in this document, would provide a heating and refrigeration plant with administrative and support spaces and an accompanying landside surface parking lot. Proposed West Employee Landside Access (Project 13) roadways would provide access to the site. The West H&R Facility would require approximately 130,000 square feet of land. The West H&R Facility can be referenced in Appendix A.

10.2 PROJECT DESCRIPTION

The West H&R Facility would support proposed facilities in the western half of the airfield, including the proposed West Employee Screening Facility (Project 11). The system would provide redundancy and increase the capacity of the overall airport heating and cooling system, including connections to existing Terminal 1, as well as to the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3).

The West H&R Facility would consist of a building (approximately 98,000 square feet; 180 feet by 540 feet) and pavement on an undeveloped, approximately 130,000-square-foot site located approximately 1,300 feet west and 1,000 feet south of the future extended Runway 9R threshold (Baseline Project B9). The new pavement area is anticipated to be approximately 32,000 square feet, including the surface parking lot and access roadway connecting to the proposed West Employee Landside Access (Project 13) roadways.

The West H&R Facility would include the following features:

- heating and refrigeration plant, including administrative and support space
- eight (8) hot water boilers/generators
- one (1) emergency diesel generator
- 18 chillers
- MEP engineering systems, including data fiber connections and necessary communications rooms
- surface parking lot, including access roadway

10.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West H&R Facility are summarized in **Table 10**.

TABLE 10 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST H&R FACILITY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Heating and Refrigeration (H&R) Facility	Construct heating and refrigeration facility	▪ Construct heating and refrigeration facility (approximately 98,000-square-foot footprint)
Proposed West H&R Facility Surface Parking Lot	Construct roadway pavement; integrate with proposed West Employee Landside Access	▪ Construct approximately 32,000 square feet of roadway pavement, including a surface parking lot and access roadway ▪ Integrate with proposed West Employee Landside Access (Project 13)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

11. WEST EMPLOYEE SCREENING FACILITY

11.1 PROJECT SUMMARY

The proposed West Employee Screening Facility (Draft Future ALP Facility T1), as shown on **Exhibit 11**, would support employee security screening through a new building on an undeveloped site on the western side of airport property. The West Employee Screening Facility would support security screening, circulation space, and shell space for support functions and interior expansion. Proposed West Employee Landside Access roadways (Project 13) would provide access to the upper and lower level curbside roadways adjacent to the West Employee Screening Facility. The West Employee Screening Facility can be referenced in Appendix A.

11.2 PROJECT DESCRIPTION

The West Employee Screening Facility would support the screening of employees accessing the terminal core and provide efficient movement of airport employees accessing the airport from the west side. The West Employee Screening Facility would include an employee processing building, to be located on an undeveloped site between approximately feet 650 west and 2,000 feet north of the Runway 10L threshold. The footprint is anticipated to be approximately 346,000 square feet. Screened employees would be transported via airside buses to the Central Terminal Area (Existing Terminals 1, 2/OGT, and 3) and Terminal 5. The West Employee Screening Facility would accommodate three (3) levels, one (1) of which would be below grade, that are anticipated to serve the following functions:

- Concourse level: security screening checkpoints, shell space for anticipated additional development
- Apron level (at-grade): holdroom, shell space for anticipated additional development
- Below-grade level: MEP engineering systems, shell space

The West Employee Screening Facility would include upper and lower level curbside roadways adjoining to the proposed West Employee Landside Access (Project 13), approximately 82,000 square feet, as well as approximately 24,000 square feet of airside roadway pavement. The West Employee Screening Facility would also include access to the West Employee Ground Transportation Facility and Parking Garage (Project 12) through an indoor landside connection.

The West Employee Screening Facility would require demolition of a section of airside service roadway pavement west of the future Central Deicing Facility (CDF; Baseline Project B29) (approximately 10,000 square feet).

The West Employee Screening Facility would support airline and tenant operations, and include the following features:

- security screening checkpoint
- holdroom on apron level for buses
- circulation areas, including secure/landside

  - circulation within the West Employee Screening Facility and between the West Employee Screening Facility and proposed West Employee Ground Transportation Facility and Parking Garage (Project 12)
  - vertical circulation, including access to shell space and apron level
- MEP engineering systems, including data fiber connections and necessary communications rooms
- roadway pavement, including lighting and markings
  - upper level curbside, including weather canopy over the adjacent curbside sidewalk
  - lower level curbside, including inner and outer curbsides
- airside service roadway realignment, including an airside bus turnaround
- shell space for support facilities and interior expansion, including below-grade shell space

11.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Screening Facility are summarized in **Table 11**.

TABLE 11 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE SCREENING FACILITY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Employee Screening Facility	Construct screening building; integrate with the proposed West Employee Parking Garage	▪ Construct approximately 346,000-square-foot screening facility ▪ Tie-in an interior landside connection with West Employee Parking Garage (Project 12)
Proposed West Employee Screening Facility Curbside	Construct roadway pavement; construct weather canopy; integrate with proposed West Employee Landside Access	▪ Construct approximately 82,000 square feet of roadway (curbside) pavement, including: ○ Upper level curbside (4 lanes) ○ Lower level curbside (4-lane inner curb, 2-lane outer curb) ○ Tie-in curbside roadways with the proposed West Employee Landside Access (Project 13) ▪ Construct approximately 35,000-square-foot weather canopy ▪ Construct approximately 11,000 square feet of roadway pavement for bus turnaround
Existing Service Road West of Central Deicing Facility	Demolish pavement; reconstruct roadway pavement around building	▪ Construct approximately 13,000 square feet of roadway pavement ▪ Demolish approximately 9,600 square feet of roadway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

12. WEST EMPLOYEE GROUND TRANSPORTATION FACILITY AND PARKING GARAGE

12.1 PROJECT SUMMARY

The proposed West Employee Ground Transportation Facility and Parking Garage (Draft Future ALP Facility L2), shown on **Exhibit 12**, would increase employee parking capacity through use of an elevated parking structure, to be constructed on an undeveloped site on the western side of airport property. This would support the operations of the proposed West Employee Screening Facility (Project 11). The West Employee Ground Transportation Facility and Parking Garage (collectively referred to as the West Employee Parking Garage in this document) is anticipated to provide approximately 14,000 parking spaces on eight (8) levels for use by employees. Proposed West Employee Landside Access (Project 13) roadways would adjoin to the access roadways on the site to support western access to the airport. The West Employee Parking Garage footprint is anticipated to be approximately 740,000 square feet. The West Employee Parking Garage can be referenced in Appendix A.

12.2 PROJECT DESCRIPTION

The West Employee Parking Garage would provide parking for airport employees and support efficient movement of employees accessing the airport from the west side. The West Employee Parking Garage would consist of an elevated parking structure on an undeveloped site approximately 750 feet west and 1,200 feet south of the future extended Runway 9R threshold (Baseline Project B9). The eight (8) level West Employee Parking Garage footprint is anticipated to be approximately 740,000 square feet (approximately 600 feet by 1,500 feet, less irregular geometry).

The structure is anticipated to accommodate approximately 14,000 employee parking spaces. The West Employee Parking Garage would rise to a maximum of eight (8) levels. The structure would not penetrate the future extended Runway 9R-27L surfaces per Title 14 Code of Federal Regulations Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The West Employee Parking Garage would include access roadways with entry and exit plazas connecting to the proposed West Employee Landside Access (Project 13) roadways (approximately 170,000 square feet).

The West Employee Parking Garage would include employee parking relocated from the future United Airlines Temporary Employee Parking Lot (Baseline Project B39) and could include employees of other airline and airport-related tenant companies including American Airlines, Delta Airlines, and other airline employees; TSA employees; and terminal-based tenant concessions employees.

The West Employee Parking Garage would support the landside operations with a new and modern elevated parking structure serving employees, and include the following features:

- elevated employee parking structure
- roadway pavement, including lighting and markings
  - entry and exit plazas connecting to proposed West Employee Landside Access roadways
  - ramp to garage (outside of the parking garage footprint)

- circulation areas
  - circulation within the West Employee Parking Garage, and between the West Employee Parking Garage and proposed West Employee Screening Facility
  - vertical circulation, including access to all parking levels
- MEP engineering systems, including data fiber connections and necessary communications rooms

12.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Parking Garage are summarized in **Table 12**.

TABLE 12 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE PARKING GARAGE

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Elevated Parking Structure	Construct parking garage	▪ Construct eight (8)-level parking garage (approximately 740,000-square-foot footprint), providing 14,000 parking spaces ▪ Relocate employee parking from the future United Airlines Temporary Employee Parking Lot due to the proposed Bravo Hold Pad Conversion (Project 20) and Commercial Vehicle Holding Area Expansion (Project 21) ▪ Provide parking access for airport employees, which may include airline, TSA, and airport-related tenant employees
Proposed Access Roadways	Construct roadway pavement; integrate with proposed western facilities	▪ Construct approximately 170,000 square feet of roadway pavement for employee access ▪ Exterior ramp to garage ▪ Integrate with proposed western facilities: ○ West Employee Screening Facility (upper and lower level curbside roadways; Project 11) ○ West Employee Landside Access (roadways; Project 13)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

13. WEST EMPLOYEE LANDSIDE ACCESS

13.1 PROJECT SUMMARY

The proposed West Employee Landside Access, as shown on **Exhibit 13**, would enable roadway access to proposed facilities on the western side of the airport. Facilities served include the proposed West H&R Facility (Project 10), West Employee Screening Facility (Project 11), West Employee Parking Garage (Project 12), and related support facilities (associated collateral land development). The West Employee Landside Access would provide connections between the west facilities and off-airport roadways, including York Road, future Illinois Route 390, and future Interstate 490 (O'Hare West Bypass). The West Employee Landside Access is anticipated to provide approximately 800,000 square feet of new roadway pavement. The West Employee Landside Access can be referenced in Appendix A.

13.2 PROJECT DESCRIPTIONS

The West Employee Landside Access would provide efficient movement of airport employees accessing the airport from the west side. The West Employee Landside Access would consist of new pavement for a west access roadway network. The West Employee Landside Access new pavement area would be approximately 800,000 square feet.

The West Employee Landside Access would support landside operations with a new access roadway network to proposed facilities on the west side of the airport, and include the following features:

- roadway pavement, including lighting and markings
  - entry roadway from York Road, future Illinois Route 390 (IL-390), and future O'Hare West Bypass, diverging to the proposed West Employee Screening Facility (Project 11) curbside roadways, proposed West Employee Parking Garage (Project 12), and the service roadway
  - bidirectional service roadway connecting the proposed West H&R Facility (Project 10) to the entry roadway, including recirculation to the entry roadway
  - outbound roadway to York Road, future IL-390, and O'Hare West Bypass converging from the proposed West Employee Screening Facility (Project 11) curbside roadways, proposed West Employee Parking Garage (Project 12), and service roadway
  - recirculation roadway, including entry to the proposed West Employee Parking Garage (Project 12) and connections to the service roadway (with continued recirculation to the entry roadway via the service roadway)
- collateral development area for additional development (approximately 810,000 square feet)

13.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Landside Access are summarized in **Table 13**.

TABLE 13 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE LANDSIDE ACCESS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Employee Landside Access	Construct roadway pavement; integrate with proposed western facilities	▪ Construct approximately 800,000 square feet of roadway pavement ▪ Retain an approximately 810,000-square-foot proposed collateral development area for additional development ▪ Integrate with proposed western facilities: ○ West H&R Facility (Project 10) ○ West Employee Screening Facility (upper and lower level curbside roadways; Project 11) ○ West Employee Parking Garage (Project 12)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

14. WEST LANDSIDE DETENTION BASINS

14.1 PROJECT SUMMARY

The proposed West Landside Detention Basins, as shown on **Exhibit 14**, would support the airport's stormwater detention capabilities with three (3) detention basins on undeveloped sites on the western side of airport property. The West Landside Detention Basins are anticipated to provide a combined 86 acre-feet of stormwater detention capacity on approximately 400,000 square feet of land. The West Landside Detention Basins would be designed and managed in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*. The West Landside Detention Basins can be referenced in Appendix A.

14.2 PROJECT DESCRIPTION

The West Landside Detention Basins would provide stormwater drainage capacity to support the proposed west landside facilities, including the West H&R Facility (Project 10), West Employee Screening Facility (Project 11), West Employee Parking Garage (Project 12), and West Employee Landside Access (Project 13).

Stormwater discharge from the basins would be controlled by an outlet control structure and would discharge directly to Willow Creek. The basins would be designed to handle stormwater runoff from approximately 3,750,000 square feet (86 acres) of impervious surface.

The West Landside Detention Basins would consist of three (3) detention basins on separate sites to support various future facilities:

1. West Landside Detention Basin 1 (approximately 232,000 square feet): located approximately 220 feet west and 650 feet north of the Runway 10L threshold, providing approximately 49 acre-feet of stormwater detention capacity
2. West Landside Detention Basin 2 (approximately 115,000 square feet): located approximately 700 feet west and 840 feet south of the future extended Runway 9R threshold (Baseline Project B9), providing approximately 28 acre-feet of stormwater detention capacity
3. West Landside Detention Basin 3 (approximately 50,000 square feet): located approximately 400 feet west and 1,000 feet south of the future extended Runway 9R threshold, providing approximately 9 acre-feet of stormwater detention capacity

14.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the three (3) proposed West Landside Detention Basins are summarized in **Table 14**.

TABLE 14 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST LANDSIDE DETENTION BASINS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Landside Detention Basin 1	Construct basin	▪ Construct basin with approximately 49 acre-feet of storage capacity (approximately 232,000-square-foot footprint)
Proposed West Landside Detention Basin 2	Construct basin	▪ Construct a basin with approximately 28 acre-feet of storage capacity (approximately 115,000-square-foot footprint)
Proposed West Landside Detention Basin 3	Construct basin	▪ Construct a basin with approximately 9 acre-feet of storage capacity (approximately 50,000-square-foot footprint)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

15. AIRSIDE SERVICE ROADWAYS

15.1 PROJECT SUMMARY

The proposed Airside Service Roadways, as shown on **Exhibit 15**, would reconfigure the existing airside service roadway network to maintain airside roadway connectivity. It would provide connections between the existing airside service roadways, along the perimeter of the proposed terminal area expansions (OGT [Project 1], Satellite 1 [Project 2], and Satellite 2 [Project 3]), across the airfield between Taxiways K and L, across the airfield to the south from the future Tank Farm Road Relocation (Baseline Project B56n) to Taxiway N, and between Terminal 3 and Terminal 5. The Airside Service Roadways are anticipated to provide approximately 512,000 square feet of new roadway pavement. The Airside Service Roadways project can be referenced in Appendix A.

15.2 PROJECT DESCRIPTION

The Airside Service Roadways would support airline and tenant airfield ground operations by maintaining connectivity and providing new additions to the airside roadway network. The Airside Service Roadways would also improve airfield functionality by providing access to the proposed West Employee Screening Facility (Project 11) and increase safety by reducing at-grade service road intersections with taxiways.

The Airside Service Roadways are anticipated to consist of approximately 512,000 square feet of new pavement for reconfiguring and supplementing the existing airside roadway network. This project would require demolition and replacement of a section of existing Tank Farm Road pavement (approximately 12,000 square feet). Existing Tank Farm Road traffic would be re-routed around the future Taxiways A and B Relocation (Baseline Project B62), proposed Satellite 1 (Project 2), proposed Satellite 2 (Project 3), and proposed Taxiways North of Satellite 2 (Project 17).

The Airside Service Roadways would include the following features:

- roadway pavement, including lighting and markings
- South Terminal Area Perimeter Service Roadway
  - located 600 feet west of the future Taxiways A and B Relocation and proposed OGT (Project 1), north of, and parallel to, the Taxiway K object free area
  - grade-separated service roadway under the proposed apron pavements between Satellite 1 and OGT (Project 1), proposed apron pavements between Satellite 1 and Satellite 2 (Projects 2 and 3), and the future Taxiways A and B Relocation
  - connections to proposed OGT, Satellite 1, and Satellite 2 associated apron pavement
  - approximately 137,000 square feet
- Taxiway N Parallel Service Roadway
  - located from the future CDF (Baseline Project B29) to the future Taxiways K and L Extension and Associated Improvements (between Taxiway SS and Taxiway A11 [Baseline Project B35]), between and parallel to Taxiway L and Taxiway N

  - approximately 230,000 square feet
- Midfield Service Roadway
  - located south of the future Tank Farm Road Relocation, intersecting the proposed Taxiway N Parallel Service Roadway, west of the taxiway object free area and parallel to Taxiway L2
  - connection to the South Terminal Area Perimeter Service Roadway
  - approximately 87,000 square feet
- Terminal 3 – Terminal 5 Connector Service Roadway
  - located from the central terminal area perimeter service roadway to the Terminal 5 perimeter service roadway, south of the taxiway object free area and parallel to Taxiway A19
  - approximately 24,000 square feet
- Service Roadway for Oversized Vehicles
  - located west of proposed Satellite 2, through Taxiway A and Taxiway B, to connect the proposed Satellite 2 Service Roadway with the Midfield Service Roadway
  - approximately 34,000 square feet

The South Terminal Area Perimeter Service Roadway would be segmented into three (3) grade-separated taxiway service road sections:

15.2.1 GRADE-SEPARATED TAXIWAY SERVICE ROAD (TAXIWAYS A AND B RELOCATION)

The Grade-Separated Taxiway Service Road (Taxiways A and B Relocation) would provide approximately 13,000 square feet right-of-way for the South Terminal Area Perimeter Service Roadway west access to the proposed Satellite 2 (Project 3).

15.2.2 GRADE-SEPARATED TAXIWAY SERVICE ROAD (BETWEEN SATELLITE 2 AND SATELLITE 1)

The Grade-Separated Taxiway Service Road (Between Satellite 2 to Satellite 1) would provide approximately 16,300 square feet of right-of-way for the South Terminal Area Perimeter Service Roadway from proposed Satellite 2 (Project 3) to Satellite 1 (Project 2).

15.2.3 GRADE-SEPARATED TAXIWAY SERVICE ROAD (BETWEEN OGT AND SATELLITE 1))

The Grade-Separated Taxiway Service Road (Between OGT and Satellite 1)) would provide approximately 16,300 square feet of right-of-way for the South Terminal Area Perimeter Service Roadway east access to the proposed Satellite 1 (Project 2) and OGT (Project 1).

15.4 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Airside Service Roadways are summarized in **Table 15**.

TABLE 15 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED AIRSIDE SERVICE ROADWAYS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed South Terminal Area Perimeter Service Roadway	Construct roadway pavement; integrate with proposed apron and roadways	▪ Construct approximately 137,000 square feet of roadway pavement ▪ Construct grade-separated service roadways (approximately 46,000 square feet) under: ○ Future Taxiways A and B Relocation ○ Proposed taxilane between the OGT Apron and future Taxiway K ○ Proposed taxilanes between the Satellite 1 Apron and existing and future Taxiway K ○ Proposed taxilane between the Satellite 2 Apron and existing Taxiway K ▪ Integrate with proposed apron and roadway projects: ○ Midfield Service Roadway ○ OGT Apron (Project 1) ○ Satellite 1 Apron (Project 2) ○ Satellite 2 Apron (Project 3)
Proposed Taxiway N Parallel Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 230,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Tank Farm Road ○ Taxiway AA ○ Taxiway L1 ○ Taxiway BB ○ Taxiway CC ○ Taxiway L2 ○ Taxiway DD ○ Taxiway L3 ▪ Integrate with future service road west of the CDF ▪ Integrate with proposed Midfield Service Roadway

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Midfield Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 87,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Taxiway K ○ Taxiway L ▪ Integrate with future airfield: ○ Tank Farm Road ○ Taxiway U ▪ Integrate with proposed airfield: ○ South Terminal Area Perimeter Service Roadway ○ Taxiway N Parallel Service Roadway
Proposed Terminal 3 – Terminal 5 Connector Service Roadway	Construct roadway pavement; integrate with existing roadways and taxiways	▪ Construct approximately 24,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Service road around the central terminal area ○ Service road around Terminal 5 ○ Taxiway A (south of Taxiway A19) ○ Taxiway B (south of Taxiway A19)
Proposed Oversized Vehicle Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 34,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Tank Farm Road west of future Taxiways A and B Relocation ▪ Integrate with proposed apron and roadway projects: ○ Midfield Service Roadway ○ OGT Apron (Project 1) ○ Satellite 2 Apron (Project 3) ▪ Integrate with future airfield: ○ Taxiways A and B Relocation
Future Tank Farm Road Relocation, between future Taxiways J and U	Demolish and replace pavement	▪ Demolish and replace approximately 12,000 square feet of roadway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

16. TAXIWAYS K AND L EXTENSION

16.1 PROJECT SUMMARY

The proposed Taxiways K and L Extension (between Taxiway A11 and Taxiway A13), as shown on **Exhibit 16**, would replace sections of existing Taxiways A and B, Taxiway A11, Taxiway A12, and Taxiway A13, with new taxiway pavement. The Taxiways K and L Extension would improve airfield functionality by providing parallel ADG V/TDG 6 taxiways, extending Taxiways K and L 900 feet from Taxiway A11 to existing Taxiways A and B, east of Taxiway A13. The Taxiways K and L Extension would provide approximately 220,000 square feet of new taxiway pavement. The Taxiways K and L Extension can be referenced in Appendix A.

16.2 PROJECT DESCRIPTION

The Taxiways K and L Extension would support airfield operations with ADG V/TDG 6 taxiway extensions leading to the proposed OGT (Project 1). The extension would connect to the existing Taxiways A and B and improve aircraft operations in the south airfield by providing a parallel taxiway system from the south runways to the terminals.

The Taxiways K and L Extension would consist of two (2) parallel ADG V/TDG 6 taxiways with a connector taxiway, comprising approximately 220,000 square feet of new taxiway pavement. The taxiway extensions would connect the existing and future Taxiways K and L to the proposed OGT (Project 1), which would include aircraft parking positions with gate frontage for ADG V aircraft.

The Taxiways K and L Extension would connect the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11; Baseline Project B35) east of former Taxiway A11 to the existing Taxiways A and B west of Taxiway A13. The Taxiways K and L Extension would replace Taxiway A12 with a connector taxiway west of Taxiway A13. The proposed Taxiway K Extension would tie into the proposed OGT-associated apron, east of the OGT; the taxiway separation would be 750 feet north of the existing Taxiway N. The proposed Taxiway L Extension taxiway separation would be 426 feet north of the existing Taxiway N, and 298 feet[13] south of the proposed Taxiway K Extension.

The Taxiways K and L Extension would require demolition of approximately 290,000 square feet taxiway pavement, including sections of Taxiways A and B, and A13.

The Taxiways K and L Extension would include the following features:

- taxiway pavement, including lighting and markings
  - two (2) parallel ADG V/TDG 6 taxiways between Taxiways A11 and A13, extending Taxiways K and L 900 feet to the east the from the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11) to Taxiways A and B

[13] Taxiway separation distance reflects the design standards in pending FAA Draft Advisory Circular150/5300-13B, *Airport Design*.

— ADG V/TDG 6 connector taxiway, replacing Taxiway A12 and connecting the Taxiways K and L Extension west of Taxiway A13

— pavement grading connecting to the existing apron pavement between the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11), the existing apron pavement between Terminal 2 Concourse F and Terminal 3 Concourse G, and the existing Taxiways A and B at Taxiway A12

16.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways K and L Extension are summarized in **Table 16**.

TABLE 16 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS K AND L EXTENSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway K	Construct taxiways; integrate with existing, future, and proposed apron and taxiways	▪ Construct approximately 120,000 square feet of taxiway pavement ▪ Integrate with existing Taxiway A ▪ Integrate with future Taxiway K ▪ Integrate with proposed OGT Apron (Project 1)
Proposed Taxiway L	Construct taxiway pavement; integrate with existing and future taxiways	▪ Construct approximately 100,000 square feet of taxiway pavement ▪ Integrate with existing airfield Taxiway A ▪ Integrate with future airfield Taxiway L
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 180,000 square feet of taxiway pavement
Existing Taxiway A13	Demolish pavement	▪ Demolish approximately 26,000 square feet of taxiway pavement
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 84,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

17. TAXIWAYS NORTH OF SATELLITE 2

17.1 PROJECT SUMMARY

The proposed Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and the Penalty Box Hold Pad), as shown on **Exhibit 17**, would replace sections of existing Taxiways J, SS, T, T5 and the Penalty Box Hold Pad with new taxiway pavement. The Taxiways North of Satellite 2 would provide parallel ADG V/TDG 6 taxiways, connecting the future Taxiways A and B Relocation and the Penalty Box Hold Pad. The northernmost taxiway would cross the future Taxiways A and B Relocation (Baseline Project B62) to connect to future Taxiway U. The Taxiways North of Satellite 2 are anticipated to provide approximately 470,000 square feet of new taxiway pavement. The Taxiways North of Satellite 2 project can be referenced in Appendix A.

17.2 PROJECT DESCRIPTION

The Taxiways North of Satellite 2 would support airfield operations with new taxiways providing access to and around the proposed Satellite 1 (Project 2) and Satellite 2 (Project 3). The proposed taxiways would improve aircraft circulation between aircraft gates and aircraft movement areas by providing more flexible flow-through to the north and south airfields with dual taxilanes sized for parallel ADG V operations.

The Taxiways North of Satellite 2 would consist of two (2) parallel ADG V/TDG 6 taxiways that are anticipated to provide approximately 470,000 square feet of new taxiway pavement and demolish approximately 650,000 square feet of existing pavement. The proposed taxiways would connect the future Taxiways A and B Relocation to the existing Taxiways A and B at the Penalty Box Hold Pad; this connection would enable aircraft taxi movements into and around proposed Satellite 1 (Project 2) and Satellite 2 (Project 3), improving aircraft maneuverability. The proposed taxiway connections would be on a perpendicular alignment with the future Taxiways A and B Relocation (refer to Exhibit 17). The Taxiways North of Satellite 2 taxiway separation would be approximately 250 feet. As part of the Taxiways North of Satellite 2, future Taxiway U would be extended 700 feet from Taxiway SS to the future Taxiways A and B Relocation. The northernmost of Taxiways North of Satellite 2 would extend and connect across the future Taxiways A and B Relocation, aligning with the proposed Taxiway U extension.

The Taxiways North of Satellite 2 would req[14]uire demolition of existing airside service roadway pavement (approximately 18,000 square feet) and taxiway pavement (approximately 600,000 square feet), including sections of Taxiways J, SS, T, T5, and the Penalty Box Hold Pad. Sections of the future Taxiways A and B Relocation would also be demolished to tie in the proposed taxiways (approximately 34,000 square feet).

Taxiways North of Satellite 2 would include the following features:

- taxiway pavement, including lighting and markings
  - two (2) parallel ADG V/TDG 6 taxiways between the future Taxiways A and B Relocation and existing Penalty Box Hold Pad

[14] Taxiway separation distance reflects the design standards in pending FAA Draft Advisory Circular150/5300-13B, *Airport Design*.

— one (1) ADG VI/TDG 7 taxiway extension of future Taxiway U between Taxiway SS and the future Taxiways A and B Relocation

— pavement grading connecting to future Taxiway U, the future Taxiways A and B Relocation, and the existing Penalty Box Hold Pad

17.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways North of Satellite 2 are summarized in **Table 17**.

TABLE 17 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS NORTH OF SATELLITE 2

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiways North of Satellite 2	Construct taxiways; integrate with existing taxiway and future taxiways	▪ Construct approximately 470,000 square feet of taxiway pavement. ▪ Integrate with the existing Taxiway B ▪ Integrate with future airfield: ○ Taxiway A ○ Taxiway B ○ Taxiway U
Existing Penalty Box Hold Pad	Demolish pavement	▪ Demolish approximately 76,000 square feet of taxiway pavement
Existing Tank Farm Road	Demolish pavement	▪ Demolish approximately 18,000 square feet of roadway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 160,000 square feet of taxiway pavement
Existing Taxiway SS	Demolish pavement	▪ Demolish approximately 200,000 square feet of taxiway pavement
Taxiway T	Demolish pavement	▪ Demolish approximately 65,000 square feet of taxiway pavement
Taxiway T5	Demolish pavement	▪ Demolish approximately 93,000 square feet of taxiway pavement
Future Taxiway A	Demolish pavement	▪ Demolish approximately 20,000 square feet of taxiway pavement
Future Taxiway B	Demolish pavement	▪ Demolish approximately 14,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

T1. TEMPORARY WALKWAY/EXTENDED JETWAY FROM CONCOURSE C

T1.1 PROJECT SUMMARY

The proposed Temporary Walkway/Extended Jetway from Concourse C (with 6 Gates), as shown on **Exhibit T1**, would relocate Terminal 1 Concourse C gates to enable construction of proposed Satellite 1 (Project 2). The Temporary Walkway/Extended Jetway from Concourse C, referred to as the Temporary Extended Jetway in this document, is anticipated to provide approximately 20,000 square feet of enclosed temporary walkway during proposed Satellite 1 construction. The Temporary Extended Jetway would be removed after completion of proposed Satellite 1. The Temporary Extended Jetway can be referenced in Appendix A.

T1.2 PROJECT DESCRIPTION

The Temporary Extended Jetway would enable the construction of Satellite 1. It would consist of an approximately 20,000-square-foot (approximately 500 feet long by 40 feet wide) temporary concourse-level walkway. The Temporary Extended Jetway would be approximately 30 feet wide and 20 feet high where it would connect to Concourse C at C8. The expansion would extend to the west, north of the proposed Satellite 1 footprint. The Temporary Extended Jetway would be demolished after the proposed Satellite 1 (Project 2) is integrated with the existing Terminal 1 Concourse C (ALP Building 226). The expected service life of the Temporary Extended Jetway is three (3) years.

The Temporary Extended Jetway would be comprised of a steel frame, metal siding, and carpeting over a poured concrete deck supported by spread footing foundations over existing apron and taxiway pavement. The Temporary Extended Jetway would integrate with existing Terminal 1 Concourse C, requiring the temporary closure of two (2) gates, Gates C6 and C8. The Temporary Extended Jetway is anticipated to accommodate six (6) gates on existing apron and taxiway pavement.

T1.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Temporary Walkway/Extended Jetway from Concourse C are summarized in **Table 18**.

TABLE 18 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TEMPORARY EXTENDED JETWAY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Temporary Extended Jetway	Construct walkway/jetway; integrate with existing Terminal 1 Concourse C	▪ Construct temporary walkway/extended jetway (approximately 20,000-square-foot footprint) ▪ Integrate with existing Terminal 1 Concourse C ▪ Close Gates C6 and C8

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

T2. TEMPORARY HEATING AND REFRIGERATION FACILITY

T2.1 PROJECT SUMMARY

The proposed Temporary Heating and Refrigeration Facility, as shown on **Exhibit T2**, would increase airport heating and refrigeration capacity with construction of a temporary facility on an undeveloped site west of the future Taxiways A and B Relocation (Baseline Project B62) at the proposed Consolidated Tunnel Section 3 (Project 6c) entrance. The Temporary Heating and Refrigeration Facility, referred to as the Temporary H&R Facility in this document, would support the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3) and include administrative and support spaces and an accompanying landside surface parking lot. Existing airside service roadways would provide access to the site. The Temporary H&R Facility footprint is anticipated to be approximately 64,000 square feet and would be removed after completion of the proposed West H&R Facility (Project 10). The Temporary H&R Facility can be referenced in Appendix A.

T2.2 PROJECT DESCRIPTION

The Temporary H&R Facility would support the proposed Satellites 1 and 2 (Projects 2 and 3, respectively) during construction when they would be disconnected from main service. The system would also provide redundancy of the overall airport heating and cooling system, including connections to existing Terminals 1 and 3. The expected service life of the Temporary H&R Facility is seven (7) years. The Temporary H&R Facility would be removed when the proposed West H&R Facility (Project 10) is operational. The equipment from the temporary facility may either be used in future airport developments, depending on the operating condition, or disposed of and/or recycled in accordance with federal, state, and local regulations.

The Temporary H&R Facility would consist of a building and pavement on an undeveloped, approximately 64,000-square-foot site located west of the future Taxiways A and B Relocation at the proposed Consolidated Tunnel Section 3 (Project 6c) entrance. The building is anticipated to be approximately 44,000 square feet (125 feet by 350 feet). The new pavement area would be approximately 20,000 square feet, including the surface parking lot and access roadway connecting to existing airside service roadways.

The Temporary H&R Facility would include the following features:

- heating and refrigeration plant, including administrative and support space
- four (4) hot water boilers/generators
- one (1) emergency diesel generator
- four (4) chillers
- MEP engineering systems, including data fiber connections and necessary communications rooms
- surface parking lot, including access roadway

T2.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Temporary Heating and Refrigeration Facility are summarized in **Table 19**.

TABLE 19 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TEMPORARY H&R FACILITY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Temporary Heating and Refrigeration (H&R) Facility	Construct heating and refrigeration building	▪ Construct heating and refrigeration facility (approximately 44,000-square-foot footprint)
Proposed Temporary H&R Facility Surface Parking Lot	Construct roadway pavement; integrate with existing airside service roadway	▪ Construct approximately 20,000 square feet of roadway pavement, including a surface parking lot and access roadway ▪ Integrate with existing airside service roadway

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

EXHIBITS

TAP Project Descriptions
Projects 1-17 and Temporary Projects
Chicago O'Hare International Airport

7.2.2 (7B) TERMINAL 5 WEST CURBSIDE ADDITION

The Terminal 5 West Curbside Addition, referred to as the West Addition in this document, would enhance passenger level of service with a "southbound" moving walkway and wider circulation corridor. The West Addition is anticipated to widen Concourse M by 15 feet opposite Gates M1 and M2, 30 feet opposite Gates M3 and M4, and 20 feet opposite Gates M5 and M6. It would widen the Terminal 5 main building 70 feet to the northeast near Gate M6, up to Door 5A. The West Addition would require demolition of 900 feet of façade on the concourse and apron levels to tie in the addition with the existing structure. The West Addition would facilitate proximate interior modifications including removal of the existing moving walkway near Gate M5, holdroom expansions, and the addition of commercial space. The West Addition would have two (2) levels that would serve the following functions:

- Concourse level: circulation, two (2) moving walkways (enabling bidirectional travel, a function that does not currently exist), security screening checkpoint
- Apron level (at-grade): airline employee support facilities, MEP engineering systems

7.2.3 (7C) TERMINAL 5 INTERIOR RECONFIGURATION

Interior reconfigurations would be made within the approximately 600,000-square-foot existing and future Terminal 5 Expansion project on two (2) levels). The future Terminal 5 Expansion (Baseline Project B42) includes the future East Expansion (Baseline Project 42d), and future Core Expansions (Baseline Project 42c) shown on Exhibit 7. The reconfigurations would optimize existing interior spaces to serve the anticipated increase of domestic operations and decrease of international operations at Terminal 5. The reconfigurations would improve the passenger experience by improving circulation, reducing crowding and congestion, and expanding amenities. The Terminal 5 Reconfiguration would include the following features:

- passenger check-in hall expansion and renovation, including configuration and space for CUTE to support check-in operations by multiple airlines
- passenger security screening checkpoint expansion
- ATS station renovation
- FIS reduction to accommodate CBP for processing international arriving passengers, including transfer baggage re-check and customer support
- baggage handling systems and supporting infrastructure renovations, including airline-specific and common use checked baggage screening and sortation, early bag storage, outbound baggage makeup, inbound baggage drop-off, and baggage claim devices
- domestic and Preclearance baggage claim expansion
- international baggage claim renovation, including dynamic partitions for sterile/non-sterile changeable-use of claim devices for domestic/Preclearance and international CBP-processed passengers
- meeter-greeter reception space renovation
- circulation area renovations, including public/non-public, secure/landside, and sterile corridors within Terminal 5

  - sterile corridor network within Terminal 5, providing segregated access between all gates in Terminal 5 and the FIS
  - vertical circulation, including access to the Terminal 5 ATS station (ALP Building 324), apron level, and sterile corridors
- commercial space expansion, including amenities, concessions, offices, operations, restrooms, retail, and storage
- passenger and airline employee support facility expansion, including customer service desks, lounges, VIP areas, and crew areas
- EV charging stations adjacent to apron areas to service electric GSE
- holdroom expansions and renovations, including circulation to sterile corridors; also including connections for CUTE, seating, and queuing areas
- MEP engineering system renovations, including data fiber connections and necessary communications rooms

7.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Reconfiguration are summarized in **Table 7**.

TABLE 7 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 RECONFIGURATION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Terminal 5 West Addition, Gates M1 to M6 (Curb-Facing Side)	Expand terminal building along landside facing exterior wall; integrate with existing terminal building	▪ Construct an approximately 24,000-square-foot building addition ▪ Add security screening checkpoint ▪ Integrate with landside facing exterior wall of existing Terminal 5, Concourse M (west): ○ Remove approximately 900 feet of windows and/or façade (apron level and concourse level) ○ Replace the existing moving walkway with two (2) bidirectional moving walkways
Proposed Terminal 5 East Addition, Gates M13 to M19 (Curb-Facing Side)	Expand terminal building along landside facing exterior wall; integrate with existing terminal building	▪ Construct an approximately 24,000-square-foot building addition ▪ Add security screening checkpoint ▪ Expand sterile corridor ▪ Integrate with landside facing exterior wall of existing Terminal 5, Concourse M (east): ○ Remove approximately 1,200 feet of windows and/or façade (apron level and concourse level) ○ Replace the two (2) existing moving walkways with four (4) bidirectional moving walkways
Proposed Terminal 5 Interior Reconfiguration	Reconfigure terminal building interior; expand check-in hall; renovate interior space	▪ Modify interior to serve the anticipated increase of domestic operations and decrease of international operations at Terminal 5 ▪ Construct check-in hall expansion (approximately 15,000-square-foot footprint) ▪ Renovate/repurpose/reconfigure of existing and future Terminal 5 interior spaces (approximately 600,000 square feet) ▪ Optimize interior modifications to accommodate the future increase of domestic operations and decrease of international operations

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

8. TERMINAL 5 ROADWAY IMPROVEMENTS

8.1 PROJECT SUMMARY

The proposed Terminal 5 Roadway Improvements, as shown on **Exhibit 8**, would reconfigure the existing Terminal 5 access roadway network to increase roadway capacity on the site, replacing existing roadways and demolishing sections of public parking Lot D, the GSE storage area, the Former Delta Cargo building, and Outside Plumber Shop. The Terminal 5 Roadway Improvements would enhance the existing access roadway network with pavement restriping, additional lanes, and a viaduct to Interstate 190 (I-190). Vehicles would continue to access Terminal 5 via I-190, Bessie Coleman Drive, and Balmoral Avenue. The Terminal 5 Roadway Improvements would provide approximately 195,000 square feet of new roadway pavement. The Terminal 5 Roadway Improvements can be referenced in Appendix A.

8.2 PROJECT DESCRIPTION

The addition of a lane on the I-190 exit road to Bessie Coleman Drive and reconfiguration of the I-190 exit road/Bessie Coleman Drive intersection would improve landside roadway functionality, support airport landside operations, and enhance passenger experience by alleviating current traffic congestion.

The Terminal 5 Roadway Improvements would consist of new pavement and modifications to the existing Terminal 5 access roadway network. The Terminal 5 Roadway Improvements new pavement area would be approximately 195,000 square feet. The roadway improvements would increase the capacity of the Terminal 5 access roadway network to meet future demand.

The Terminal 5 Roadway Improvements would require demolition of existing structures, including the Former Delta Cargo building (approximately 32,000 square feet) and the Outside Plumber Shop (approximately 1,400 square feet). Existing airside pavement used for GSE storage (approximately 130,000 square feet), landside roadway pavement (approximately 100,000 square feet) and surface parking lot pavement (approximately 100,000 square feet) would also be demolished, including sections of the Terminal 5 Exit Roadway, Old Cargo Road, and pavement surrounding the Former Delta Cargo building.

A surface parking lot east of the proposed Terminal 5 Phase 2 garage (Project 26) would also be constructed. The proposed surface parking lot would be approximately 150,000 square feet, providing approximately 500 surface parking spaces. The surface parking area would replace existing parking to be removed with the proposed Phase 2 garage and the Terminal 5 Hotel Facility and Pedestrian Bridge (Project 25).

The Terminal 5 Roadway Improvements would include the following features:

- additional roadway pavement, including lighting and markings:
  - additional southbound lane on Bessie Coleman Drive to the Terminal 5 entry roadway north of the Terminal 5 intersection (increasing from two [2] to three [3] 12-foot-wide through/inbound lanes; approximately 1,700 square feet)
  - additional inbound lane along the Terminal 5 entry roadway (increasing from two (2) to three (3) 12-foot-wide inbound lanes; approximately 6,000 square feet)

  - one (1) recirculation lane (approximately 11,000 square feet) from the Terminal 5 Exit Roadway
  - surface parking lot (approximately 150,000 square feet) adjacent to proposed Terminal 5 Hotel (Project 25)
  - outbound roadway reconfiguration; including continuation of five (5) total outbound lanes from the lower level curbside (two [2] 12-foot-wide lanes), upper level curbside (two [2] 12-foot-wide lanes), and the proposed Terminal 5 Hotel Facility and Pedestrian Bridge (Project 25) and future parking facilities (one [1] 12-foot-wide lane); divergence of two (2) 12-foot-wide lanes to the Terminal 5 intersection and three (3) 12-foot-wide lanes to the bridge over Balmoral Avenue (approximately 180,000 square feet)
  - bridge over Balmoral Avenue to I-190 and Balmoral Avenue to reduce the volume of outbound traffic through the signalized intersection; including recirculation to Terminal 5 via Balmoral Avenue (350 feet long by 80 feet wide)
- restriped existing roadway pavement:
  - along the westbound I-190 exit road
  - at the I-190 exit road intersection with Bessie Coleman Drive
  - along southbound Bessie Coleman Drive, south of the I-190 exit road intersection
  - north of the Terminal 5 intersection to accommodate the additional southbound lane
  - along the Terminal 5 entry roadway

The Terminal 5 Roadway Improvements would affect existing structures. The following describes the activities associated with demolition of these structures.

8.2.1 (9A) FORMER DELTA CARGO DEMOLITION

The Former Delta Cargo Demolition (Vacant ALP Building 527) 32,000 square feet (approximately 265 feet by 125 feet) footprint would be demolished. The Former Delta Cargo Demolition would accommodate the Terminal 5 access roadways. Section 9.3 summarizes Terminal 5 Roadway Improvements construction activities, including the Former Delta Cargo Demolition.

8.2.2 (9B) OUTSIDE PLUMBER SHOP DEMOLITION

The Outside Plumber Shop Demolition (ALP Building 523) covering 1,400 square feet (approximately 75 feet by 20 feet) of footprint would be demolished. The Outside Plumber Shop Demolition would be accommodated through other existing facilities. Terminal 5 access roadways. Functions of the Outside Plumber Shop Section 8.3 summarizes Terminal 5 Roadway Improvements construction activities, including the Outside Plumber Shop Demolition.

8.4 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Roadway Improvements are summarized in **Table 8**.

TABLE 8 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 ROADWAY IMPROVEMENTS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Existing Terminal 5 Entry Roadway	Expand Terminal 5 entry roadway; integrate with existing entry roadway	▪ Construct approximately 17,000 square feet of roadway pavement ○ Construct one (1) additional inbound lane along the Terminal 5 entry roadway (approximately 6,000 square feet) ○ Construct one (1) recirculation lane from T5 exit roadway (11,000 square feet) ▪ Construct approximately 150,000 square feet of surface parking lot pavement ▪ Integrate with existing Terminal 5 entry roadway: ○ Reconfigure/restripe for one additional inbound lane (three [3] total lanes)
Existing Terminal 5 Exit Roadway	Demolish pavement; reconstruct roadway pavement; demolish existing buildings; demolish GSE staging area; integrate with existing landside roadways	▪ Construct approximately 180,000 square feet of roadway pavement: ○ Configure pavement for five (5) total outbound lanes, diverging to Bessie Coleman Drive (two [2] lanes), and eastbound I-190 and Balmoral Avenue (three [3] lanes) ○ Construct pavement for two (2) recirculation lanes to Balmoral Avenue ○ Construct pavement for two (2) outbound lanes to eastbound I-190 ○ Construct 350-foot-long by 80-foot-wide bridge to reduce the volume of outbound traffic through the signalized intersection ▪ Demolish approximately 330,000 square feet of pavement: ○ GSE Staging Area ○ Existing Terminal 5 Exit Roadway ○ Old Cargo Road ○ Terminal 5 On-Ramp to I-190 (Eastbound) ▪ Demolish existing buildings: ○ Former Delta Cargo Demolition (approximately 32,000-square-foot footprint) ▪ Demolish approximately 100,000 square feet of associated pavement

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
		○ Outside Plumber Shop (approximately 1,400-square-foot footprint) ▪ Integrate with existing roadways: ○ Terminal 5 Exit Roadway ○ Balmoral Avenue ○ I-190 (Eastbound)
Existing Southbound Bessie Coleman Drive	Expand southbound Bessie Coleman Drive; reconfigure and integrate with existing southbound Bessie Coleman Drive	▪ Construct approximately 1,700 square feet of roadway pavement ▪ Integrate with existing southbound Bessie Coleman Drive (north of the Terminal 5 entry roadway): ▪ Reconfigure/restripe for one (1) additional southbound lane (four [4] total lanes)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

9. TERMINAL 5 CURBSIDE EXPANSION

9.1 PROJECT SUMMARY

The proposed Terminal 5 Curbside Expansion, as shown on **Exhibit 9**, would increase capacity of the existing Terminal 5 upper level (departures) and lower level (arrivals) curbside roadways. The Terminal 5 Curbside Expansion would supplement the existing curbside roadways with pavement restriping, additional lanes, and enlarged sidewalks. Vehicles would continue to access the Terminal 5 curbside via the existing Terminal 5 access roadway network with the proposed improvements (Project 8). The proposed project would provide approximately 100,000 square feet of new roadway pavement and reconfigure/restripe approximately 76,000 square feet of existing roadway pavement. The Terminal 5 Curbside Expansion can be referenced in Appendix A.

9.2 PROJECT DESCRIPTION

The expansion of Terminal 5 upper and lower level curbside roadways would improve traffic flow from the passenger drop-off and pick-up process. The upper curbside roadway expansion would increase the Terminal 5 curbside capacity to meet anticipated demand; the lower level reconfiguration is anticipated to widen the outer curbside sidewalk by approximately 25 feet to reduce the crowding of passengers on the curbside. The Terminal 5 Curbside Expansion would consist of new pavement and modifications to the existing Terminal 5 upper level and lower level curbside roadways. The Terminal 5 Curbside Expansion is anticipated to include approximately 100,000 square feet of new pavement area and require demolition of approximately 23,000 square feet existing landside roadway pavement.

The Terminal 5 Curbside Expansion would support landside operations with expanded and reconfigured curbside roadways, increasing curbside capacity, and would include the following features:

- additional roadway pavement, including lighting and markings:
  - additional upper level outer curbside roadway lanes; adding three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane, and increasing curbside lanes from four (4) to eight (8); including curbside sidewalk (12 feet wide)
  - additional lower level outer curbside roadway lane and lower level reconfiguration; retaining three (3) 12-foot-wide through lanes and one 12-foot-wide (1) parking lane; including curbside sidewalk and space for upper level curbside expansion support structure (net-zero lane change); outer curbside sidewalk width increasing from 13 feet to 38 feet
  - additional outbound lane from the lower level curbside; increasing from one (1) to two (2) 12-foot-wide outbound lanes from the lower level curbside
  - additional outbound lane from the upper level curbside; increasing from one (1) to two (2) 12-foot-wide outbound lanes from the upper level curbside
  - outbound lane reconfiguration from public parking Lot D and the future Terminal 5 Parking Garage (Baseline Project B42e; Draft Future ALP Facility L1); retaining one (1) 12-foot-wide outbound lane from the parking facilities (net zero lane count difference)
- restriped existing roadway pavement:

- along the Terminal 5 entry roadway, including the roadways to the lower and upper level curbsides
- along the Terminal 5 exit roadway, including the roadways from the lower and upper level curbsides, and public parking Lot D/future Terminal 5 Parking Garage

The Terminal 5 Curbside Expansion would be segmented into two (2) levels:

9.2.1 (10A) TERMINAL 5 UPPER LEVEL CURBSIDE EXPANSION

The Terminal 5 Upper Level Curbside Expansion would be four (4) lanes wide, spanning the length of the existing upper level curbside roadway, and would include three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane with an adjacent 12-foot-wide wide curbside covered sidewalk. It would adjoin to, and integrate with, the northeast edge of the existing upper level curbside, establishing the expansion as the outer curbside.

9.2.2 (10B) TERMINAL 5 LOWER LEVEL CURBSIDE EXPANSION

The Terminal 5 Lower Level Curbside Expansion would expand the outer lower level curbside roadway, shifting all four (4) lanes, including three (3) 12-foot-wide through lanes and one (1) 12-foot-wide parking lane to the northeast, spanning the length of the existing lower level curbside. It would widen the existing outer curbside sidewalk by 25 feet, including space for the supporting structure of the Terminal 5 Upper Level Curbside Expansion.

9.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Terminal 5 Curbside Expansion are summarized in **Table 9**.

TABLE 9 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TERMINAL 5 CURBSIDE EXPANSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Upper Level (Departures) Curbside	Expand upper level curbside roadway; reconfigure/restripe and integrate with existing landside roadways	▪ Construct approximately 75,000 square feet of roadway (curbside) pavement, including sidewalk for outer curbside (4 lanes) ▪ Integrate with existing Terminal 5 roadways: ○ Inbound (to the upper level curbside) ○ Outbound (from the upper level curbside) ○ Reconfigure/restripe approximately 18,000 square feet of existing roadway for one (1) additional outbound lane (two [2] lanes total)
Proposed Lower Level (Arrivals) Curbside	Expand lower level curbside roadway; demolish roadway pavement; reconfigure/restripe and integrate with existing landside roadways	▪ Construct approximately 25,000 square feet of roadway (curbside) pavement (1 lane) ▪ Demolish approximately 23,000 square feet of roadway pavement ▪ Reconfigure approximately 58,000 square feet of existing lower level curbside: ○ Convert outer curb parking lane into sidewalk ○ Convert innermost through lane into parking lane ▪ Integrate with existing Terminal 5 roadways: ○ Inbound (to the lower level curbside) ▪ Reconfigure/restripe for one (1) additional inbound lane (three [3] lanes total) ○ Outbound (from the lower level curbside) ▪ Reconfigure/restripe for one (1) additional outbound lane (two [2] lanes total)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

10. WEST HEATING AND REFRIGERATION FACILITY

10.1 PROJECT SUMMARY

The West Heating and Refrigeration Facility (Draft Future ALP Facility S3), as shown on **Exhibit 10**, would increase heating and refrigeration capacity with construction of a proposed plant on an undeveloped site on the western side of airport property. The West Heating and Refrigeration Facility, referred to as the West H&R Facility in this document, would provide a heating and refrigeration plant with administrative and support spaces and an accompanying landside surface parking lot. Proposed West Employee Landside Access (Project 13) roadways would provide access to the site. The West H&R Facility would require approximately 130,000 square feet of land. The West H&R Facility can be referenced in Appendix A.

10.2 PROJECT DESCRIPTION

The West H&R Facility would support proposed facilities in the western half of the airfield, including the proposed West Employee Screening Facility (Project 11). The system would provide redundancy and increase the capacity of the overall airport heating and cooling system, including connections to existing Terminal 1, as well as to the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3).

The West H&R Facility would consist of a building (approximately 98,000 square feet; 180 feet by 540 feet) and pavement on an undeveloped, approximately 130,000-square-foot site located approximately 1,300 feet west and 1,000 feet south of the future extended Runway 9R threshold (Baseline Project B9). The new pavement area is anticipated to be approximately 32,000 square feet, including the surface parking lot and access roadway connecting to the proposed West Employee Landside Access (Project 13) roadways.

The West H&R Facility would include the following features:

- heating and refrigeration plant, including administrative and support space
- eight (8) hot water boilers/generators
- one (1) emergency diesel generator
- 18 chillers
- MEP engineering systems, including data fiber connections and necessary communications rooms
- surface parking lot, including access roadway

10.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West H&R Facility are summarized in **Table 10**.

TABLE 10 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST H&R FACILITY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Heating and Refrigeration (H&R) Facility	Construct heating and refrigeration facility	▪ Construct heating and refrigeration facility (approximately 98,000-square-foot footprint)
Proposed West H&R Facility Surface Parking Lot	Construct roadway pavement; integrate with proposed West Employee Landside Access	▪ Construct approximately 32,000 square feet of roadway pavement, including a surface parking lot and access roadway ▪ Integrate with proposed West Employee Landside Access (Project 13)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

11. WEST EMPLOYEE SCREENING FACILITY

11.1 PROJECT SUMMARY

The proposed West Employee Screening Facility (Draft Future ALP Facility T1), as shown on **Exhibit 11**, would support employee security screening through a new building on an undeveloped site on the western side of airport property. The West Employee Screening Facility would support security screening, circulation space, and shell space for support functions and interior expansion. Proposed West Employee Landside Access roadways (Project 13) would provide access to the upper and lower level curbside roadways adjacent to the West Employee Screening Facility. The West Employee Screening Facility can be referenced in Appendix A.

11.2 PROJECT DESCRIPTION

The West Employee Screening Facility would support the screening of employees accessing the terminal core and provide efficient movement of airport employees accessing the airport from the west side. The West Employee Screening Facility would include an employee processing building, to be located on an undeveloped site between approximately feet 650 west and 2,000 feet north of the Runway 10L threshold. The footprint is anticipated to be approximately 346,000 square feet. Screened employees would be transported via airside buses to the Central Terminal Area (Existing Terminals 1, 2/OGT, and 3) and Terminal 5. The West Employee Screening Facility would accommodate three (3) levels, one (1) of which would be below grade, that are anticipated to serve the following functions:

- Concourse level: security screening checkpoints, shell space for anticipated additional development
- Apron level (at-grade): holdroom, shell space for anticipated additional development
- Below-grade level: MEP engineering systems, shell space

The West Employee Screening Facility would include upper and lower level curbside roadways adjoining to the proposed West Employee Landside Access (Project 13), approximately 82,000 square feet, as well as approximately 24,000 square feet of airside roadway pavement. The West Employee Screening Facility would also include access to the West Employee Ground Transportation Facility and Parking Garage (Project 12) through an indoor landside connection.

The West Employee Screening Facility would require demolition of a section of airside service roadway pavement west of the future Central Deicing Facility (CDF; Baseline Project B29) (approximately 10,000 square feet).

The West Employee Screening Facility would support airline and tenant operations, and include the following features:

- security screening checkpoint
- holdroom on apron level for buses
- circulation areas, including secure/landside

  - circulation within the West Employee Screening Facility and between the West Employee Screening Facility and proposed West Employee Ground Transportation Facility and Parking Garage (Project 12)
  - vertical circulation, including access to shell space and apron level
- MEP engineering systems, including data fiber connections and necessary communications rooms
- roadway pavement, including lighting and markings
  - upper level curbside, including weather canopy over the adjacent curbside sidewalk
  - lower level curbside, including inner and outer curbsides
- airside service roadway realignment, including an airside bus turnaround
- shell space for support facilities and interior expansion, including below-grade shell space

11.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Screening Facility are summarized in **Table 11**.

TABLE 11 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE SCREENING FACILITY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Employee Screening Facility	Construct screening building; integrate with the proposed West Employee Parking Garage	▪ Construct approximately 346,000-square-foot screening facility ▪ Tie-in an interior landside connection with West Employee Parking Garage (Project 12)
Proposed West Employee Screening Facility Curbside	Construct roadway pavement; construct weather canopy; integrate with proposed West Employee Landside Access	▪ Construct approximately 82,000 square feet of roadway (curbside) pavement, including: ○ Upper level curbside (4 lanes) ○ Lower level curbside (4-lane inner curb, 2-lane outer curb) ○ Tie-in curbside roadways with the proposed West Employee Landside Access (Project 13) ▪ Construct approximately 35,000-square-foot weather canopy ▪ Construct approximately 11,000 square feet of roadway pavement for bus turnaround
Existing Service Road West of Central Deicing Facility	Demolish pavement; reconstruct roadway pavement around building	▪ Construct approximately 13,000 square feet of roadway pavement ▪ Demolish approximately 9,600 square feet of roadway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

12. WEST EMPLOYEE GROUND TRANSPORTATION FACILITY AND PARKING GARAGE

12.1 PROJECT SUMMARY

The proposed West Employee Ground Transportation Facility and Parking Garage (Draft Future ALP Facility L2), shown on **Exhibit 12**, would increase employee parking capacity through use of an elevated parking structure, to be constructed on an undeveloped site on the western side of airport property. This would support the operations of the proposed West Employee Screening Facility (Project 11). The West Employee Ground Transportation Facility and Parking Garage (collectively referred to as the West Employee Parking Garage in this document) is anticipated to provide approximately 14,000 parking spaces on eight (8) levels for use by employees. Proposed West Employee Landside Access (Project 13) roadways would adjoin to the access roadways on the site to support western access to the airport. The West Employee Parking Garage footprint is anticipated to be approximately 740,000 square feet. The West Employee Parking Garage can be referenced in Appendix A.

12.2 PROJECT DESCRIPTION

The West Employee Parking Garage would provide parking for airport employees and support efficient movement of employees accessing the airport from the west side. The West Employee Parking Garage would consist of an elevated parking structure on an undeveloped site approximately 750 feet west and 1,200 feet south of the future extended Runway 9R threshold (Baseline Project B9). The eight (8) level West Employee Parking Garage footprint is anticipated to be approximately 740,000 square feet (approximately 600 feet by 1,500 feet, less irregular geometry).

The structure is anticipated to accommodate approximately 14,000 employee parking spaces. The West Employee Parking Garage would rise to a maximum of eight (8) levels. The structure would not penetrate the future extended Runway 9R-27L surfaces per Title 14 Code of Federal Regulations Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The West Employee Parking Garage would include access roadways with entry and exit plazas connecting to the proposed West Employee Landside Access (Project 13) roadways (approximately 170,000 square feet).

The West Employee Parking Garage would include employee parking relocated from the future United Airlines Temporary Employee Parking Lot (Baseline Project B39) and could include employees of other airline and airport-related tenant companies including American Airlines, Delta Airlines, and other airline employees; TSA employees; and terminal-based tenant concessions employees.

The West Employee Parking Garage would support the landside operations with a new and modern elevated parking structure serving employees, and include the following features:

- elevated employee parking structure
- roadway pavement, including lighting and markings
  - entry and exit plazas connecting to proposed West Employee Landside Access roadways
  - ramp to garage (outside of the parking garage footprint)

- circulation areas
  - circulation within the West Employee Parking Garage, and between the West Employee Parking Garage and proposed West Employee Screening Facility
  - vertical circulation, including access to all parking levels
- MEP engineering systems, including data fiber connections and necessary communications rooms

12.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Parking Garage are summarized in **Table 12**.

TABLE 12 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE PARKING GARAGE

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Elevated Parking Structure	Construct parking garage	▪ Construct eight (8)-level parking garage (approximately 740,000-square-foot footprint), providing 14,000 parking spaces ▪ Relocate employee parking from the future United Airlines Temporary Employee Parking Lot due to the proposed Bravo Hold Pad Conversion (Project 20) and Commercial Vehicle Holding Area Expansion (Project 21) ▪ Provide parking access for airport employees, which may include airline, TSA, and airport-related tenant employees
Proposed Access Roadways	Construct roadway pavement; integrate with proposed western facilities	▪ Construct approximately 170,000 square feet of roadway pavement for employee access ▪ Exterior ramp to garage ▪ Integrate with proposed western facilities: ○ West Employee Screening Facility (upper and lower level curbside roadways; Project 11) ○ West Employee Landside Access (roadways; Project 13)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

13. WEST EMPLOYEE LANDSIDE ACCESS

13.1 PROJECT SUMMARY

The proposed West Employee Landside Access, as shown on **Exhibit 13**, would enable roadway access to proposed facilities on the western side of the airport. Facilities served include the proposed West H&R Facility (Project 10), West Employee Screening Facility (Project 11), West Employee Parking Garage (Project 12), and related support facilities (associated collateral land development). The West Employee Landside Access would provide connections between the west facilities and off-airport roadways, including York Road, future Illinois Route 390, and future Interstate 490 (O'Hare West Bypass). The West Employee Landside Access is anticipated to provide approximately 800,000 square feet of new roadway pavement. The West Employee Landside Access can be referenced in Appendix A.

13.2 PROJECT DESCRIPTIONS

The West Employee Landside Access would provide efficient movement of airport employees accessing the airport from the west side. The West Employee Landside Access would consist of new pavement for a west access roadway network. The West Employee Landside Access new pavement area would be approximately 800,000 square feet.

The West Employee Landside Access would support landside operations with a new access roadway network to proposed facilities on the west side of the airport, and include the following features:

- roadway pavement, including lighting and markings
  - entry roadway from York Road, future Illinois Route 390 (IL-390), and future O'Hare West Bypass, diverging to the proposed West Employee Screening Facility (Project 11) curbside roadways, proposed West Employee Parking Garage (Project 12), and the service roadway
  - bidirectional service roadway connecting the proposed West H&R Facility (Project 10) to the entry roadway, including recirculation to the entry roadway
  - outbound roadway to York Road, future IL-390, and O'Hare West Bypass converging from the proposed West Employee Screening Facility (Project 11) curbside roadways, proposed West Employee Parking Garage (Project 12), and service roadway
  - recirculation roadway, including entry to the proposed West Employee Parking Garage (Project 12) and connections to the service roadway (with continued recirculation to the entry roadway via the service roadway)
- collateral development area for additional development (approximately 810,000 square feet)

13.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed West Employee Landside Access are summarized in **Table 13**.

TABLE 13 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST EMPLOYEE LANDSIDE ACCESS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Employee Landside Access	Construct roadway pavement; integrate with proposed western facilities	▪ Construct approximately 800,000 square feet of roadway pavement ▪ Retain an approximately 810,000-square-foot proposed collateral development area for additional development ▪ Integrate with proposed western facilities: ○ West H&R Facility (Project 10) ○ West Employee Screening Facility (upper and lower level curbside roadways; Project 11) ○ West Employee Parking Garage (Project 12)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

14. WEST LANDSIDE DETENTION BASINS

14.1 PROJECT SUMMARY

The proposed West Landside Detention Basins, as shown on **Exhibit 14**, would support the airport's stormwater detention capabilities with three (3) detention basins on undeveloped sites on the western side of airport property. The West Landside Detention Basins are anticipated to provide a combined 86 acre-feet of stormwater detention capacity on approximately 400,000 square feet of land. The West Landside Detention Basins would be designed and managed in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*. The West Landside Detention Basins can be referenced in Appendix A.

14.2 PROJECT DESCRIPTION

The West Landside Detention Basins would provide stormwater drainage capacity to support the proposed west landside facilities, including the West H&R Facility (Project 10), West Employee Screening Facility (Project 11), West Employee Parking Garage (Project 12), and West Employee Landside Access (Project 13).

Stormwater discharge from the basins would be controlled by an outlet control structure and would discharge directly to Willow Creek. The basins would be designed to handle stormwater runoff from approximately 3,750,000 square feet (86 acres) of impervious surface.

The West Landside Detention Basins would consist of three (3) detention basins on separate sites to support various future facilities:

1. West Landside Detention Basin 1 (approximately 232,000 square feet): located approximately 220 feet west and 650 feet north of the Runway 10L threshold, providing approximately 49 acre-feet of stormwater detention capacity
2. West Landside Detention Basin 2 (approximately 115,000 square feet): located approximately 700 feet west and 840 feet south of the future extended Runway 9R threshold (Baseline Project B9), providing approximately 28 acre-feet of stormwater detention capacity
3. West Landside Detention Basin 3 (approximately 50,000 square feet): located approximately 400 feet west and 1,000 feet south of the future extended Runway 9R threshold, providing approximately 9 acre-feet of stormwater detention capacity

14.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the three (3) proposed West Landside Detention Basins are summarized in **Table 14**.

TABLE 14 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED WEST LANDSIDE DETENTION BASINS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed West Landside Detention Basin 1	Construct basin	▪ Construct basin with approximately 49 acre-feet of storage capacity (approximately 232,000-square-foot footprint)
Proposed West Landside Detention Basin 2	Construct basin	▪ Construct a basin with approximately 28 acre-feet of storage capacity (approximately 115,000-square-foot footprint)
Proposed West Landside Detention Basin 3	Construct basin	▪ Construct a basin with approximately 9 acre-feet of storage capacity (approximately 50,000-square-foot footprint)

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

15. AIRSIDE SERVICE ROADWAYS

15.1 PROJECT SUMMARY

The proposed Airside Service Roadways, as shown on **Exhibit 15**, would reconfigure the existing airside service roadway network to maintain airside roadway connectivity. It would provide connections between the existing airside service roadways, along the perimeter of the proposed terminal area expansions (OGT [Project 1], Satellite 1 [Project 2], and Satellite 2 [Project 3]), across the airfield between Taxiways K and L, across the airfield to the south from the future Tank Farm Road Relocation (Baseline Project B56n) to Taxiway N, and between Terminal 3 and Terminal 5. The Airside Service Roadways are anticipated to provide approximately 512,000 square feet of new roadway pavement. The Airside Service Roadways project can be referenced in Appendix A.

15.2 PROJECT DESCRIPTION

The Airside Service Roadways would support airline and tenant airfield ground operations by maintaining connectivity and providing new additions to the airside roadway network. The Airside Service Roadways would also improve airfield functionality by providing access to the proposed West Employee Screening Facility (Project 11) and increase safety by reducing at-grade service road intersections with taxiways.

The Airside Service Roadways are anticipated to consist of approximately 512,000 square feet of new pavement for reconfiguring and supplementing the existing airside roadway network. This project would require demolition and replacement of a section of existing Tank Farm Road pavement (approximately 12,000 square feet). Existing Tank Farm Road traffic would be re-routed around the future Taxiways A and B Relocation (Baseline Project B62), proposed Satellite 1 (Project 2), proposed Satellite 2 (Project 3), and proposed Taxiways North of Satellite 2 (Project 17).

The Airside Service Roadways would include the following features:

- roadway pavement, including lighting and markings
- South Terminal Area Perimeter Service Roadway
  - located 600 feet west of the future Taxiways A and B Relocation and proposed OGT (Project 1), north of, and parallel to, the Taxiway K object free area
  - grade-separated service roadway under the proposed apron pavements between Satellite 1 and OGT (Project 1), proposed apron pavements between Satellite 1 and Satellite 2 (Projects 2 and 3), and the future Taxiways A and B Relocation
  - connections to proposed OGT, Satellite 1, and Satellite 2 associated apron pavement
  - approximately 137,000 square feet
- Taxiway N Parallel Service Roadway
  - located from the future CDF (Baseline Project B29) to the future Taxiways K and L Extension and Associated Improvements (between Taxiway SS and Taxiway A11 [Baseline Project B35]), between and parallel to Taxiway L and Taxiway N

  - approximately 230,000 square feet
- Midfield Service Roadway
  - located south of the future Tank Farm Road Relocation, intersecting the proposed Taxiway N Parallel Service Roadway, west of the taxiway object free area and parallel to Taxiway L2
  - connection to the South Terminal Area Perimeter Service Roadway
  - approximately 87,000 square feet
- Terminal 3 – Terminal 5 Connector Service Roadway
  - located from the central terminal area perimeter service roadway to the Terminal 5 perimeter service roadway, south of the taxiway object free area and parallel to Taxiway A19
  - approximately 24,000 square feet
- Service Roadway for Oversized Vehicles
  - located west of proposed Satellite 2, through Taxiway A and Taxiway B, to connect the proposed Satellite 2 Service Roadway with the Midfield Service Roadway
  - approximately 34,000 square feet

The South Terminal Area Perimeter Service Roadway would be segmented into three (3) grade-separated taxiway service road sections:

15.2.1 GRADE-SEPARATED TAXIWAY SERVICE ROAD (TAXIWAYS A AND B RELOCATION)

The Grade-Separated Taxiway Service Road (Taxiways A and B Relocation) would provide approximately 13,000 square feet right-of-way for the South Terminal Area Perimeter Service Roadway west access to the proposed Satellite 2 (Project 3).

15.2.2 GRADE-SEPARATED TAXIWAY SERVICE ROAD (BETWEEN SATELLITE 2 AND SATELLITE 1)

The Grade-Separated Taxiway Service Road (Between Satellite 2 to Satellite 1) would provide approximately 16,300 square feet of right-of-way for the South Terminal Area Perimeter Service Roadway from proposed Satellite 2 (Project 3) to Satellite 1 (Project 2).

15.2.3 GRADE-SEPARATED TAXIWAY SERVICE ROAD (BETWEEN OGT AND SATELLITE 1))

The Grade-Separated Taxiway Service Road (Between OGT and Satellite 1)) would provide approximately 16,300 square feet of right-of-way for the South Terminal Area Perimeter Service Roadway east access to the proposed Satellite 1 (Project 2) and OGT (Project 1).

15.4 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Airside Service Roadways are summarized in **Table 15**.

TABLE 15 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED AIRSIDE SERVICE ROADWAYS

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed South Terminal Area Perimeter Service Roadway	Construct roadway pavement; integrate with proposed apron and roadways	▪ Construct approximately 137,000 square feet of roadway pavement ▪ Construct grade-separated service roadways (approximately 46,000 square feet) under: ○ Future Taxiways A and B Relocation ○ Proposed taxilane between the OGT Apron and future Taxiway K ○ Proposed taxilanes between the Satellite 1 Apron and existing and future Taxiway K ○ Proposed taxilane between the Satellite 2 Apron and existing Taxiway K ▪ Integrate with proposed apron and roadway projects: ○ Midfield Service Roadway ○ OGT Apron (Project 1) ○ Satellite 1 Apron (Project 2) ○ Satellite 2 Apron (Project 3)
Proposed Taxiway N Parallel Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 230,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Tank Farm Road ○ Taxiway AA ○ Taxiway L1 ○ Taxiway BB ○ Taxiway CC ○ Taxiway L2 ○ Taxiway DD ○ Taxiway L3 ▪ Integrate with future service road west of the CDF ▪ Integrate with proposed Midfield Service Roadway

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Midfield Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 87,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Taxiway K ○ Taxiway L ▪ Integrate with future airfield: ○ Tank Farm Road ○ Taxiway U ▪ Integrate with proposed airfield: ○ South Terminal Area Perimeter Service Roadway ○ Taxiway N Parallel Service Roadway
Proposed Terminal 3 – Terminal 5 Connector Service Roadway	Construct roadway pavement; integrate with existing roadways and taxiways	▪ Construct approximately 24,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Service road around the central terminal area ○ Service road around Terminal 5 ○ Taxiway A (south of Taxiway A19) ○ Taxiway B (south of Taxiway A19)
Proposed Oversized Vehicle Service Roadway	Construct roadway pavement; integrate with existing, future, and proposed roadways and taxiways	▪ Construct approximately 34,000 square feet of roadway pavement ▪ Integrate with existing airfield: ○ Tank Farm Road west of future Taxiways A and B Relocation ▪ Integrate with proposed apron and roadway projects: ○ Midfield Service Roadway ○ OGT Apron (Project 1) ○ Satellite 2 Apron (Project 3) ▪ Integrate with future airfield: ○ Taxiways A and B Relocation
Future Tank Farm Road Relocation, between future Taxiways J and U	Demolish and replace pavement	▪ Demolish and replace approximately 12,000 square feet of roadway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

16. TAXIWAYS K AND L EXTENSION

16.1 PROJECT SUMMARY

The proposed Taxiways K and L Extension (between Taxiway A11 and Taxiway A13), as shown on **Exhibit 16**, would replace sections of existing Taxiways A and B, Taxiway A11, Taxiway A12, and Taxiway A13, with new taxiway pavement. The Taxiways K and L Extension would improve airfield functionality by providing parallel ADG V/TDG 6 taxiways, extending Taxiways K and L 900 feet from Taxiway A11 to existing Taxiways A and B, east of Taxiway A13. The Taxiways K and L Extension would provide approximately 220,000 square feet of new taxiway pavement. The Taxiways K and L Extension can be referenced in Appendix A.

16.2 PROJECT DESCRIPTION

The Taxiways K and L Extension would support airfield operations with ADG V/TDG 6 taxiway extensions leading to the proposed OGT (Project 1). The extension would connect to the existing Taxiways A and B and improve aircraft operations in the south airfield by providing a parallel taxiway system from the south runways to the terminals.

The Taxiways K and L Extension would consist of two (2) parallel ADG V/TDG 6 taxiways with a connector taxiway, comprising approximately 220,000 square feet of new taxiway pavement. The taxiway extensions would connect the existing and future Taxiways K and L to the proposed OGT (Project 1), which would include aircraft parking positions with gate frontage for ADG V aircraft.

The Taxiways K and L Extension would connect the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11; Baseline Project B35) east of former Taxiway A11 to the existing Taxiways A and B west of Taxiway A13. The Taxiways K and L Extension would replace Taxiway A12 with a connector taxiway west of Taxiway A13. The proposed Taxiway K Extension would tie into the proposed OGT-associated apron, east of the OGT; the taxiway separation would be 750 feet north of the existing Taxiway N. The proposed Taxiway L Extension taxiway separation would be 426 feet north of the existing Taxiway N, and 298 feet[13] south of the proposed Taxiway K Extension.

The Taxiways K and L Extension would require demolition of approximately 290,000 square feet taxiway pavement, including sections of Taxiways A and B, and A13.

The Taxiways K and L Extension would include the following features:

- taxiway pavement, including lighting and markings
  - two (2) parallel ADG V/TDG 6 taxiways between Taxiways A11 and A13, extending Taxiways K and L 900 feet to the east the from the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11) to Taxiways A and B

[13] Taxiway separation distance reflects the design standards in pending FAA Draft Advisory Circular150/5300-13B, *Airport Design*.

— ADG V/TDG 6 connector taxiway, replacing Taxiway A12 and connecting the Taxiways K and L Extension west of Taxiway A13

— pavement grading connecting to the existing apron pavement between the future Taxiways K and L Extension (between Taxiway SS and Taxiway A11), the existing apron pavement between Terminal 2 Concourse F and Terminal 3 Concourse G, and the existing Taxiways A and B at Taxiway A12

16.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways K and L Extension are summarized in **Table 16**.

TABLE 16 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS K AND L EXTENSION

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiway K	Construct taxiways; integrate with existing, future, and proposed apron and taxiways	▪ Construct approximately 120,000 square feet of taxiway pavement ▪ Integrate with existing Taxiway A ▪ Integrate with future Taxiway K ▪ Integrate with proposed OGT Apron (Project 1)
Proposed Taxiway L	Construct taxiway pavement; integrate with existing and future taxiways	▪ Construct approximately 100,000 square feet of taxiway pavement ▪ Integrate with existing airfield Taxiway A ▪ Integrate with future airfield Taxiway L
Existing Taxiway A	Demolish pavement	▪ Demolish approximately 180,000 square feet of taxiway pavement
Existing Taxiway A13	Demolish pavement	▪ Demolish approximately 26,000 square feet of taxiway pavement
Existing Taxiway B	Demolish pavement	▪ Demolish approximately 84,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

17. TAXIWAYS NORTH OF SATELLITE 2

17.1 PROJECT SUMMARY

The proposed Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and the Penalty Box Hold Pad), as shown on **Exhibit 17**, would replace sections of existing Taxiways J, SS, T, T5 and the Penalty Box Hold Pad with new taxiway pavement. The Taxiways North of Satellite 2 would provide parallel ADG V/TDG 6 taxiways, connecting the future Taxiways A and B Relocation and the Penalty Box Hold Pad. The northernmost taxiway would cross the future Taxiways A and B Relocation (Baseline Project B62) to connect to future Taxiway U. The Taxiways North of Satellite 2 are anticipated to provide approximately 470,000 square feet of new taxiway pavement. The Taxiways North of Satellite 2 project can be referenced in Appendix A.

17.2 PROJECT DESCRIPTION

The Taxiways North of Satellite 2 would support airfield operations with new taxiways providing access to and around the proposed Satellite 1 (Project 2) and Satellite 2 (Project 3). The proposed taxiways would improve aircraft circulation between aircraft gates and aircraft movement areas by providing more flexible flow-through to the north and south airfields with dual taxilanes sized for parallel ADG V operations.

The Taxiways North of Satellite 2 would consist of two (2) parallel ADG V/TDG 6 taxiways that are anticipated to provide approximately 470,000 square feet of new taxiway pavement and demolish approximately 650,000 square feet of existing pavement. The proposed taxiways would connect the future Taxiways A and B Relocation to the existing Taxiways A and B at the Penalty Box Hold Pad; this connection would enable aircraft taxi movements into and around proposed Satellite 1 (Project 2) and Satellite 2 (Project 3), improving aircraft maneuverability. The proposed taxiway connections would be on a perpendicular alignment with the future Taxiways A and B Relocation (refer to Exhibit 17). The Taxiways North of Satellite 2 taxiway separation would be approximately 250 feet. As part of the Taxiways North of Satellite 2, future Taxiway U would be extended 700 feet from Taxiway SS to the future Taxiways A and B Relocation. The northernmost of Taxiways North of Satellite 2 would extend and connect across the future Taxiways A and B Relocation, aligning with the proposed Taxiway U extension.

The Taxiways North of Satellite 2 would req[14]uire demolition of existing airside service roadway pavement (approximately 18,000 square feet) and taxiway pavement (approximately 600,000 square feet), including sections of Taxiways J, SS, T, T5, and the Penalty Box Hold Pad. Sections of the future Taxiways A and B Relocation would also be demolished to tie in the proposed taxiways (approximately 34,000 square feet).

Taxiways North of Satellite 2 would include the following features:

- taxiway pavement, including lighting and markings
  - two (2) parallel ADG V/TDG 6 taxiways between the future Taxiways A and B Relocation and existing Penalty Box Hold Pad

[14] Taxiway separation distance reflects the design standards in pending FAA Draft Advisory Circular150/5300-13B, *Airport Design*.

— one (1) ADG VI/TDG 7 taxiway extension of future Taxiway U between Taxiway SS and the future Taxiways A and B Relocation

— pavement grading connecting to future Taxiway U, the future Taxiways A and B Relocation, and the existing Penalty Box Hold Pad

17.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Taxiways North of Satellite 2 are summarized in **Table 17**.

TABLE 17 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TAXIWAYS NORTH OF SATELLITE 2

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Taxiways North of Satellite 2	Construct taxiways; integrate with existing taxiway and future taxiways	▪ Construct approximately 470,000 square feet of taxiway pavement. ▪ Integrate with the existing Taxiway B ▪ Integrate with future airfield: ○ Taxiway A ○ Taxiway B ○ Taxiway U
Existing Penalty Box Hold Pad	Demolish pavement	▪ Demolish approximately 76,000 square feet of taxiway pavement
Existing Tank Farm Road	Demolish pavement	▪ Demolish approximately 18,000 square feet of roadway pavement
Existing Taxiway J	Demolish pavement	▪ Demolish approximately 160,000 square feet of taxiway pavement
Existing Taxiway SS	Demolish pavement	▪ Demolish approximately 200,000 square feet of taxiway pavement
Taxiway T	Demolish pavement	▪ Demolish approximately 65,000 square feet of taxiway pavement
Taxiway T5	Demolish pavement	▪ Demolish approximately 93,000 square feet of taxiway pavement
Future Taxiway A	Demolish pavement	▪ Demolish approximately 20,000 square feet of taxiway pavement
Future Taxiway B	Demolish pavement	▪ Demolish approximately 14,000 square feet of taxiway pavement

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

T1. TEMPORARY WALKWAY/EXTENDED JETWAY FROM CONCOURSE C

T1.1 PROJECT SUMMARY

The proposed Temporary Walkway/Extended Jetway from Concourse C (with 6 Gates), as shown on **Exhibit T1**, would relocate Terminal 1 Concourse C gates to enable construction of proposed Satellite 1 (Project 2). The Temporary Walkway/Extended Jetway from Concourse C, referred to as the Temporary Extended Jetway in this document, is anticipated to provide approximately 20,000 square feet of enclosed temporary walkway during proposed Satellite 1 construction. The Temporary Extended Jetway would be removed after completion of proposed Satellite 1. The Temporary Extended Jetway can be referenced in Appendix A.

T1.2 PROJECT DESCRIPTION

The Temporary Extended Jetway would enable the construction of Satellite 1. It would consist of an approximately 20,000-square-foot (approximately 500 feet long by 40 feet wide) temporary concourse-level walkway. The Temporary Extended Jetway would be approximately 30 feet wide and 20 feet high where it would connect to Concourse C at C8. The expansion would extend to the west, north of the proposed Satellite 1 footprint. The Temporary Extended Jetway would be demolished after the proposed Satellite 1 (Project 2) is integrated with the existing Terminal 1 Concourse C (ALP Building 226). The expected service life of the Temporary Extended Jetway is three (3) years.

The Temporary Extended Jetway would be comprised of a steel frame, metal siding, and carpeting over a poured concrete deck supported by spread footing foundations over existing apron and taxiway pavement. The Temporary Extended Jetway would integrate with existing Terminal 1 Concourse C, requiring the temporary closure of two (2) gates, Gates C6 and C8. The Temporary Extended Jetway is anticipated to accommodate six (6) gates on existing apron and taxiway pavement.

T1.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Temporary Walkway/Extended Jetway from Concourse C are summarized in **Table 18**.

TABLE 18 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TEMPORARY EXTENDED JETWAY

FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Temporary Extended Jetway	Construct walkway/jetway; integrate with existing Terminal 1 Concourse C	▪ Construct temporary walkway/extended jetway (approximately 20,000-square-foot footprint) ▪ Integrate with existing Terminal 1 Concourse C ▪ Close Gates C6 and C8

SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

T2. TEMPORARY HEATING AND REFRIGERATION FACILITY

T2.1 PROJECT SUMMARY

The proposed Temporary Heating and Refrigeration Facility, as shown on **Exhibit T2**, would increase airport heating and refrigeration capacity with construction of a temporary facility on an undeveloped site west of the future Taxiways A and B Relocation (Baseline Project B62) at the proposed Consolidated Tunnel Section 3 (Project 6c) entrance. The Temporary Heating and Refrigeration Facility, referred to as the Temporary H&R Facility in this document, would support the proposed OGT (Project 1), Satellite 1 (Project 2), and Satellite 2 (Project 3) and include administrative and support spaces and an accompanying landside surface parking lot. Existing airside service roadways would provide access to the site. The Temporary H&R Facility footprint is anticipated to be approximately 64,000 square feet and would be removed after completion of the proposed West H&R Facility (Project 10). The Temporary H&R Facility can be referenced in Appendix A.

T2.2 PROJECT DESCRIPTION

The Temporary H&R Facility would support the proposed Satellites 1 and 2 (Projects 2 and 3, respectively) during construction when they would be disconnected from main service. The system would also provide redundancy of the overall airport heating and cooling system, including connections to existing Terminals 1 and 3. The expected service life of the Temporary H&R Facility is seven (7) years. The Temporary H&R Facility would be removed when the proposed West H&R Facility (Project 10) is operational. The equipment from the temporary facility may either be used in future airport developments, depending on the operating condition, or disposed of and/or recycled in accordance with federal, state, and local regulations.

The Temporary H&R Facility would consist of a building and pavement on an undeveloped, approximately 64,000-square-foot site located west of the future Taxiways A and B Relocation at the proposed Consolidated Tunnel Section 3 (Project 6c) entrance. The building is anticipated to be approximately 44,000 square feet (125 feet by 350 feet). The new pavement area would be approximately 20,000 square feet, including the surface parking lot and access roadway connecting to existing airside service roadways.

The Temporary H&R Facility would include the following features:

- heating and refrigeration plant, including administrative and support space
- four (4) hot water boilers/generators
- one (1) emergency diesel generator
- four (4) chillers
- MEP engineering systems, including data fiber connections and necessary communications rooms
- surface parking lot, including access roadway

T2.3 SUMMARY OF CONSTRUCTION ACTIVITY

Construction activities associated with the proposed Temporary Heating and Refrigeration Facility are summarized in **Table 19**.

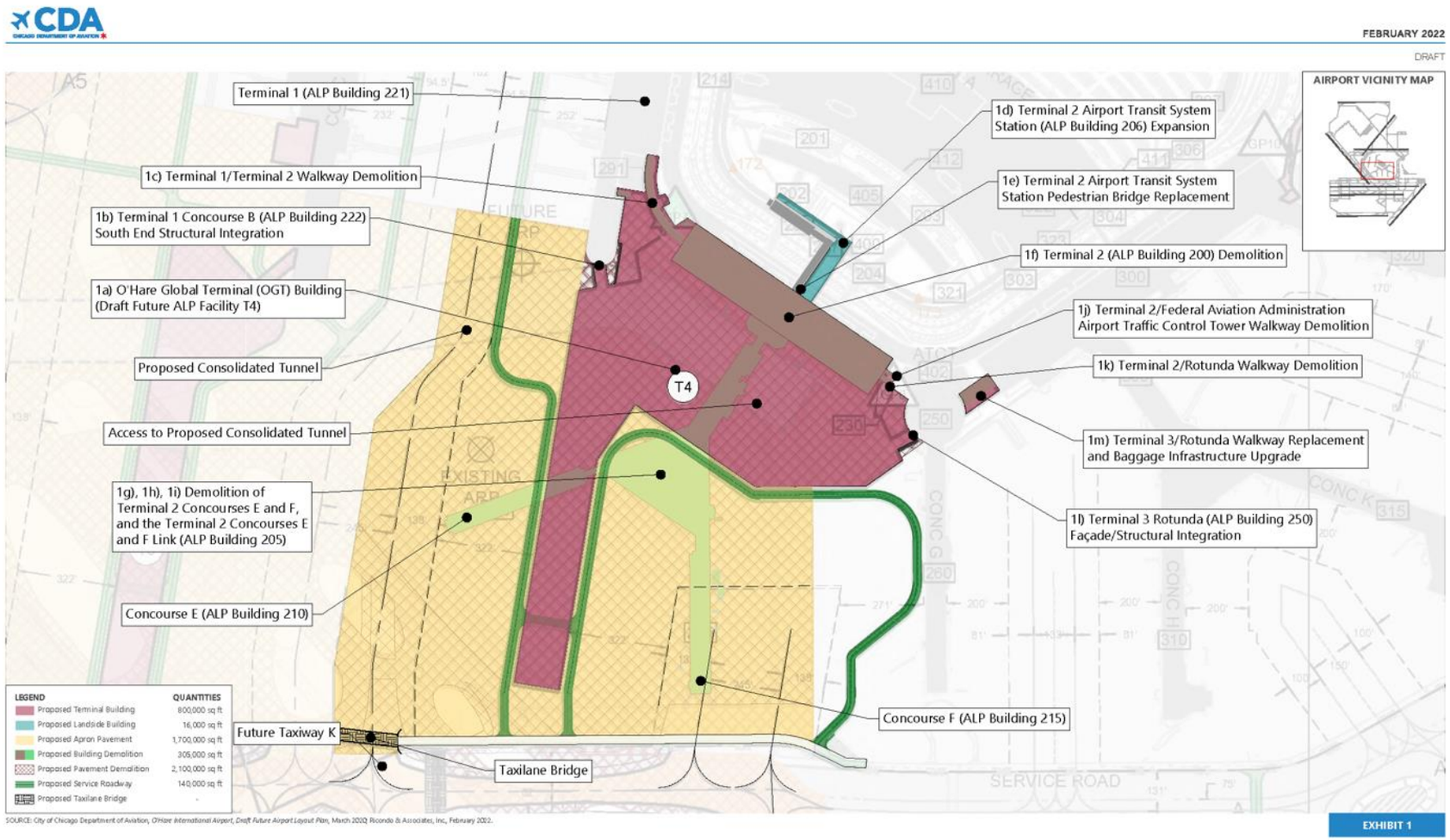
TABLE 19 SUMMARY OF CONSTRUCTION ACTIVITY FOR PROPOSED TEMPORARY H&R FACILITY

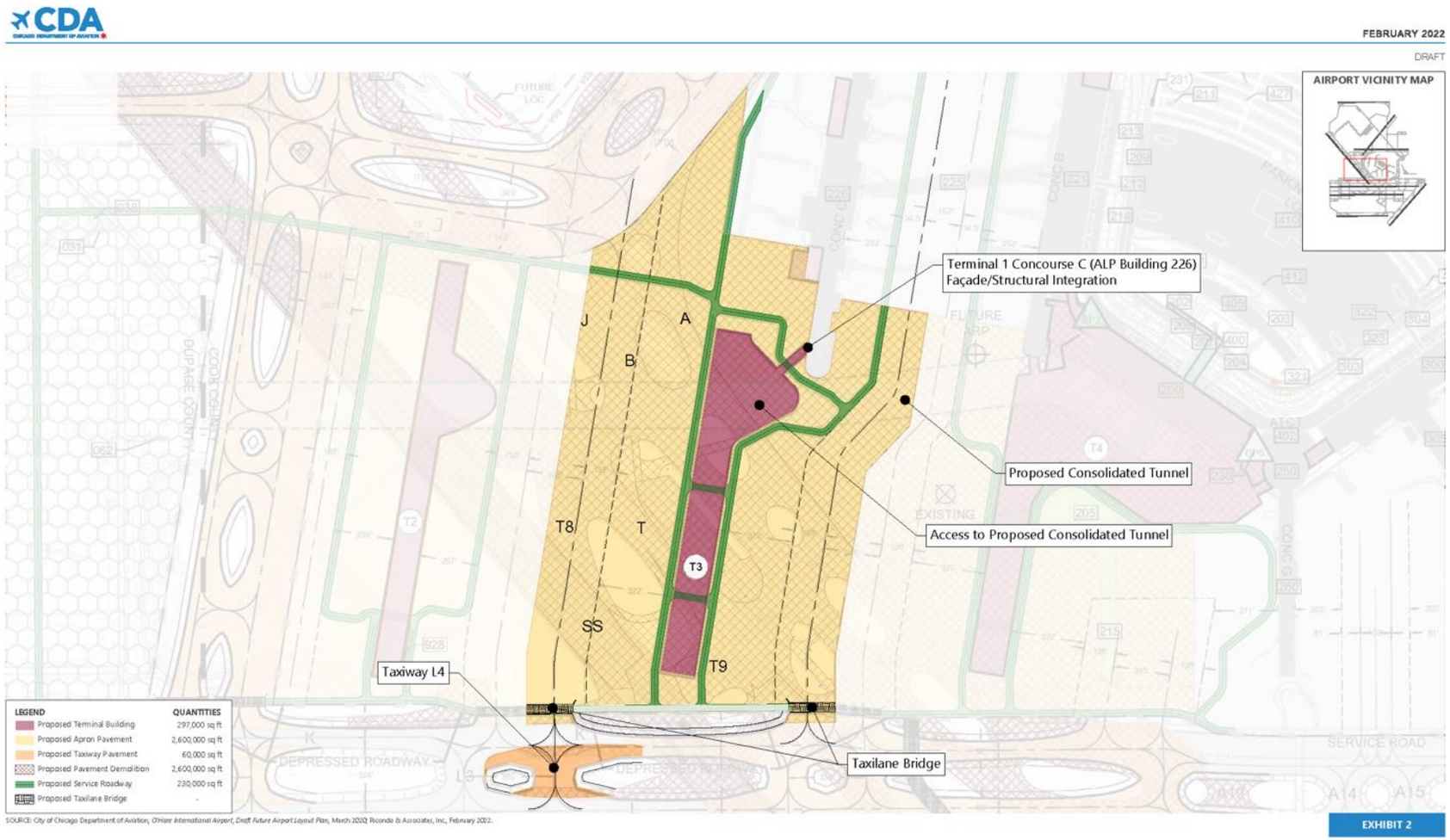
FACILITY	PROPOSED ACTION	DESCRIPTION OF PROPOSED ACTIVITY
Proposed Temporary Heating and Refrigeration (H&R) Facility	Construct heating and refrigeration building	▪ Construct heating and refrigeration facility (approximately 44,000-square-foot footprint)
Proposed Temporary H&R Facility Surface Parking Lot	Construct roadway pavement; integrate with existing airside service roadway	▪ Construct approximately 20,000 square feet of roadway pavement, including a surface parking lot and access roadway ▪ Integrate with existing airside service roadway

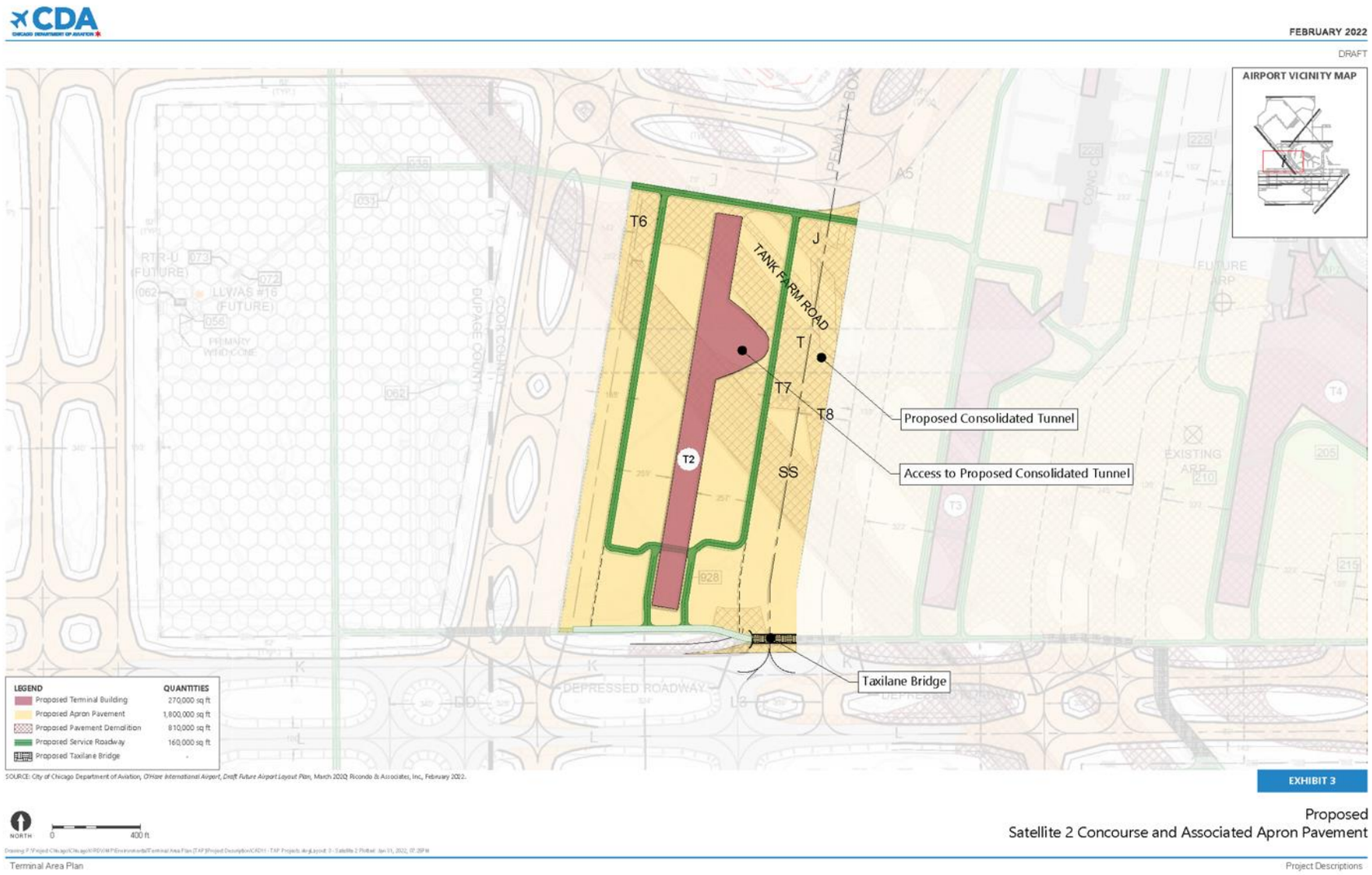
SOURCES: Chicago Department of Aviation and Ricondo & Associates, Inc., January 2022.

EXHIBITS

TAP Project Descriptions
Projects 1-17 and Temporary Projects
Chicago O'Hare International Airport


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Terminal 1 (ALP Building 221)
1c) Terminal 1/Terminal 2 Walkway Demolition
1b) Terminal 1 Concourse B (ALP Building 222) South End Structural Integration
1a) O'Hare Global Terminal (OGT) Building (Draft Future ALP Facility T4)
Proposed Consolidated Tunnel
Access to Proposed Consolidated Tunnel
1g), 1h), 1i) Demolition of Terminal 2 Concourses E and F, and the Terminal 2 Concourses E and F Link (ALP Building 205)
Concourse E (ALP Building 210)
Future Taxiway K
Taxilane Bridge
1d) Terminal 2 Airport Transit System Station (ALP Building 206) Expansion
1e) Terminal 2 Airport Transit System Station Pedestrian Bridge Replacement
1f) Terminal 2 (ALP Building 200) Demolition
1j) Terminal 2/Federal Aviation Administration Airport Traffic Control Tower Walkway Demolition
1k) Terminal 2/Rotunda Walkway Demolition
1m) Terminal 3/Rotunda Walkway Replacement and Baggage Infrastructure Upgrade
1l) Terminal 3 Rotunda (ALP Building 250) Façade/Structural Integration
Concourse F (ALP Building 215)
T4
EXISTING ARP
FUTURE ARP
SERVICE ROAD
LEGEND
QUANTITIES
Proposed Terminal Building 800,000 sq ft
Proposed Landside Building 16,000 sq ft
Proposed Apron Pavement 1,700,000 sq ft
Proposed Building Demolition 305,000 sq ft
Proposed Pavement Demolition 2,100,000 sq ft
Proposed Service Roadway 140,000 sq ft
Proposed Taxilane Bridge -
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 1
NORTH
0
300 ft
Proposed
O'Hare Global Terminal and Concourse and Associated Apron Pavement
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Terminal 1 Concourse C (ALP Building 226)
Façade/Structural Integration
Proposed Consolidated Tunnel
Access to Proposed Consolidated Tunnel
Taxiway L4
Taxilane Bridge
J
A
B
T8
T
T3
SS
T9
T2
T4
EXISTING
DEPRESSED ROADWAY
SERVICE ROAD
LEGEND
QUANTITIES
Proposed Terminal Building 297,000 sq ft
Proposed Apron Pavement 2,600,000 sq ft
Proposed Taxiway Pavement 60,000 sq ft
Proposed Pavement Demolition 2,600,000 sq ft
Proposed Service Roadway 230,000 sq ft
Proposed Taxilane Bridge -
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
400 ft
EXHIBIT 2
Proposed
Satellite 1 Concourse and Associated Apron and Taxiway Pavement
Terminal Area Plan
Project Descriptions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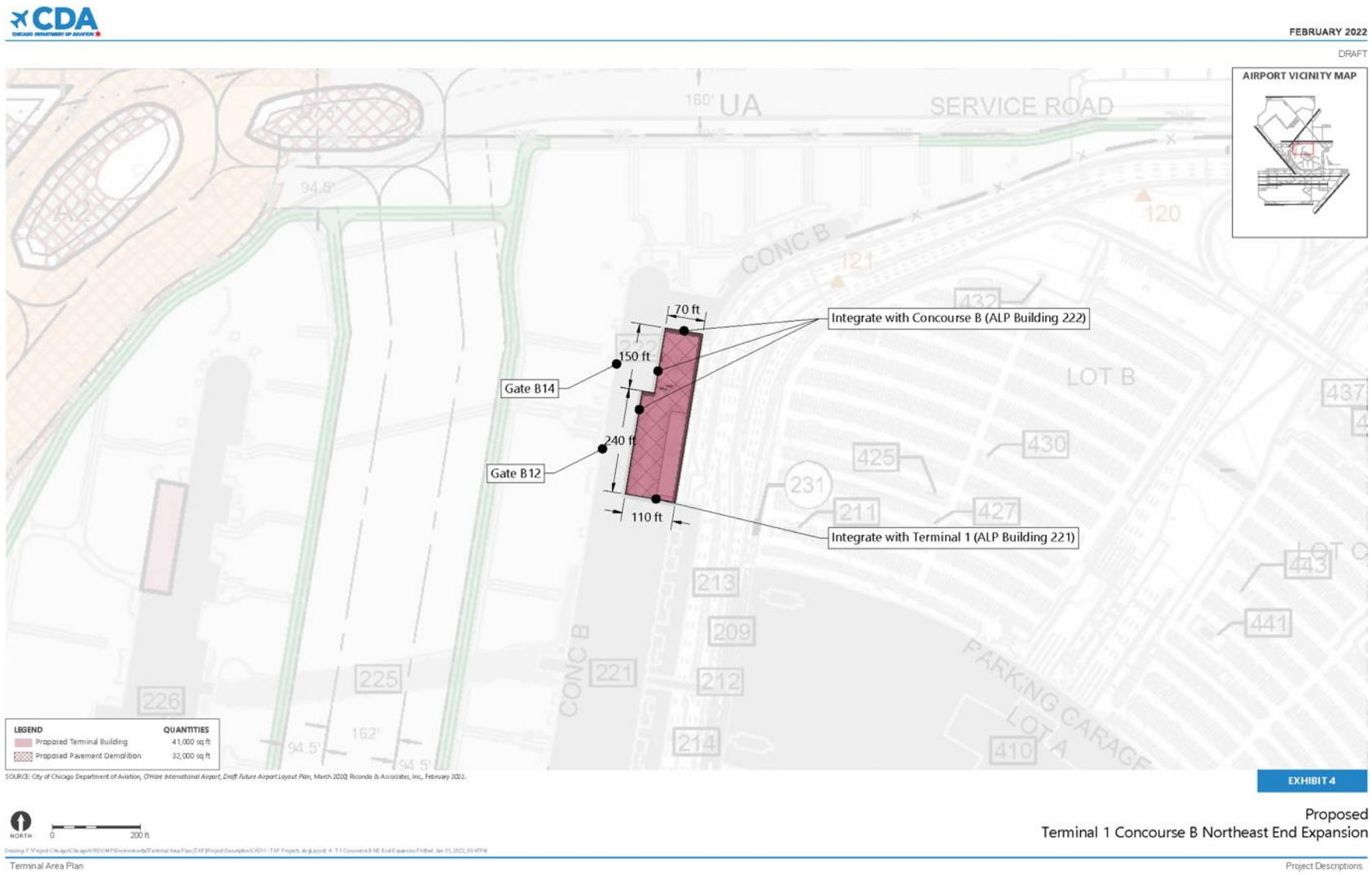
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
T6
J
TANK FARM ROAD
T
T7
T8
T2
SS
Proposed Consolidated Tunnel
Access to Proposed Consolidated Tunnel
Taxilane Bridge
DEPRESSED ROADWAY
RTR-U (FUTURE)
LLWAS #16 (FUTURE)
PRIMARY WIND CONE
COOK COUNTY
DUPAGE COUNTY
FUTURE ARP
EXISTING ARP
T4
T3
LEGEND
QUANTITIES
Proposed Terminal Building 270,000 sq ft
Proposed Apron Pavement 1,800,000 sq ft
Proposed Pavement Demolition 810,000 sq ft
Proposed Service Roadway 160,000 sq ft
Proposed Taxilane Bridge -
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 3
NORTH
0
400 ft
Proposed
Satellite 2 Concourse and Associated Apron Pavement
Terminal Area Plan
Project Descriptions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CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
SERVICE ROAD
UA
CONC B
LOT B
70 ft
150 ft
240 ft
110 ft
Gate B14
Gate B12
Integrate with Concourse B (ALP Building 222)
Integrate with Terminal 1 (ALP Building 221)
LEGEND
QUANTITIES
Proposed Terminal Building
41,000 sq ft
Proposed Pavement Demolition
32,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 4
NORTH
0
200 ft
Proposed
Terminal 1 Concourse B Northeast End Expansion
Terminal Area Plan
Project Descriptions

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FEBRUARY 2022

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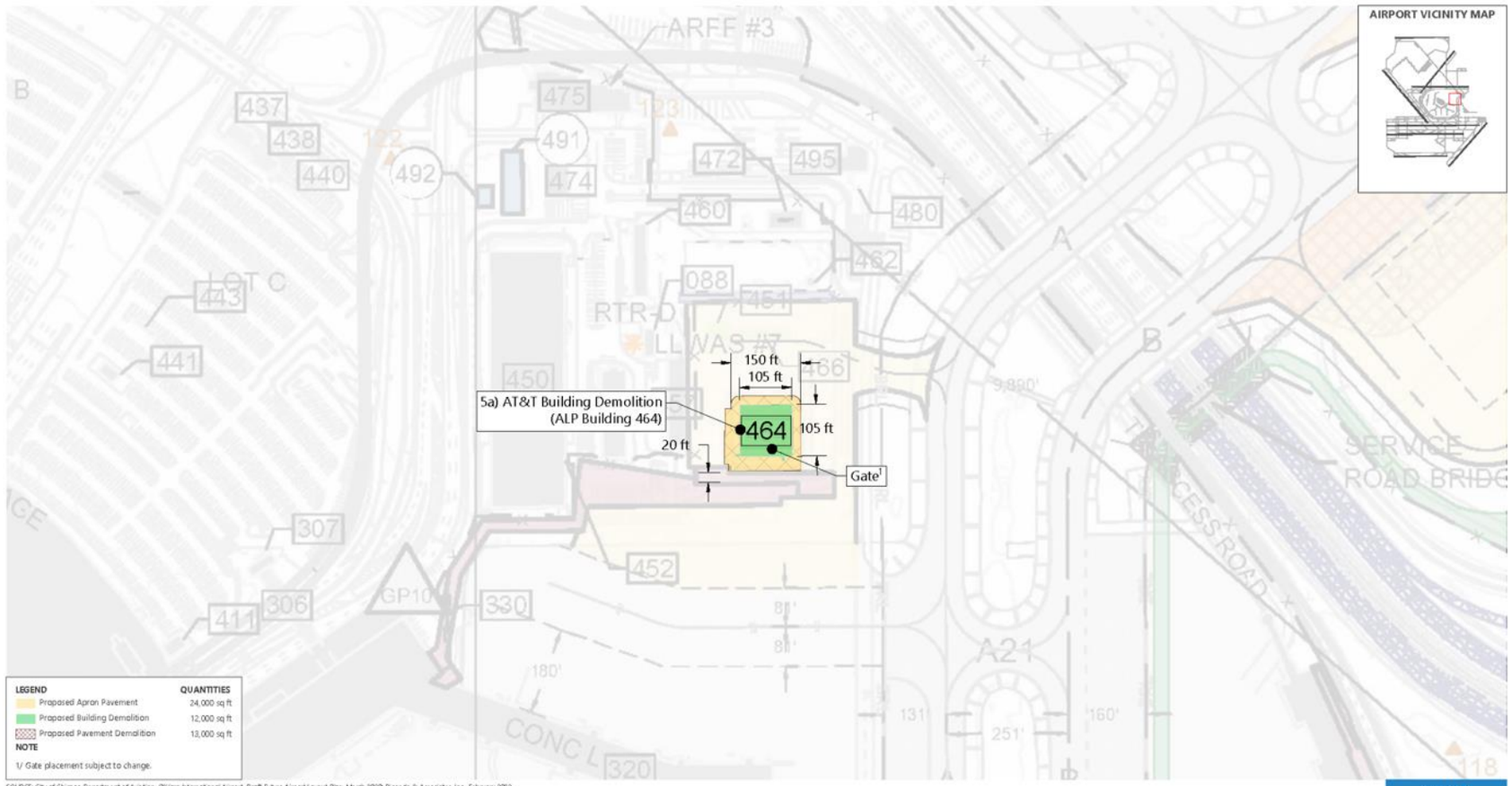


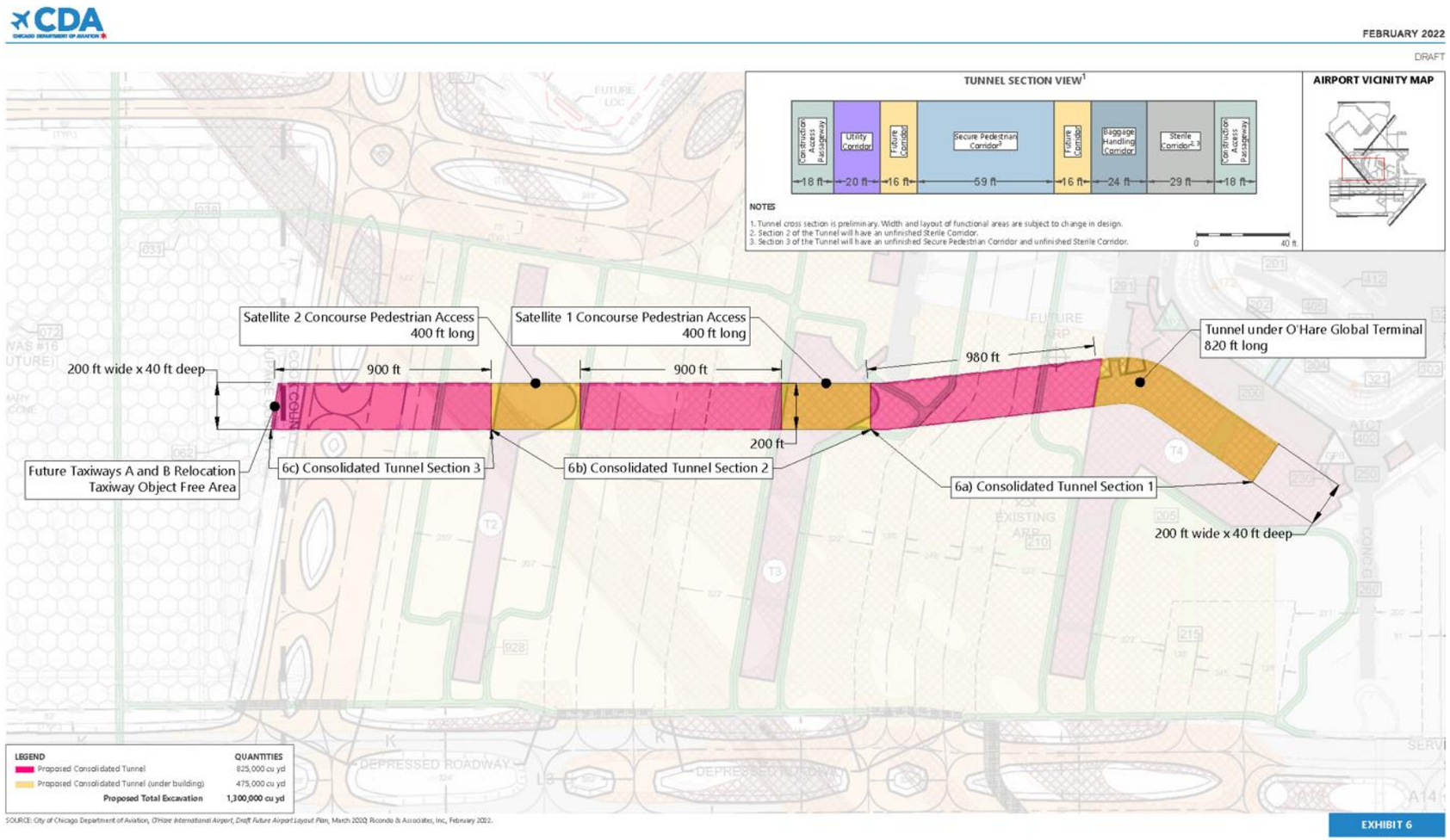
SOURCE: City of Chicago Department of Aviation, *O'Hare International Airport, Draft Future Airport Layout Plan*, March 2020; Ricondo & Associates, Inc., February 2022.

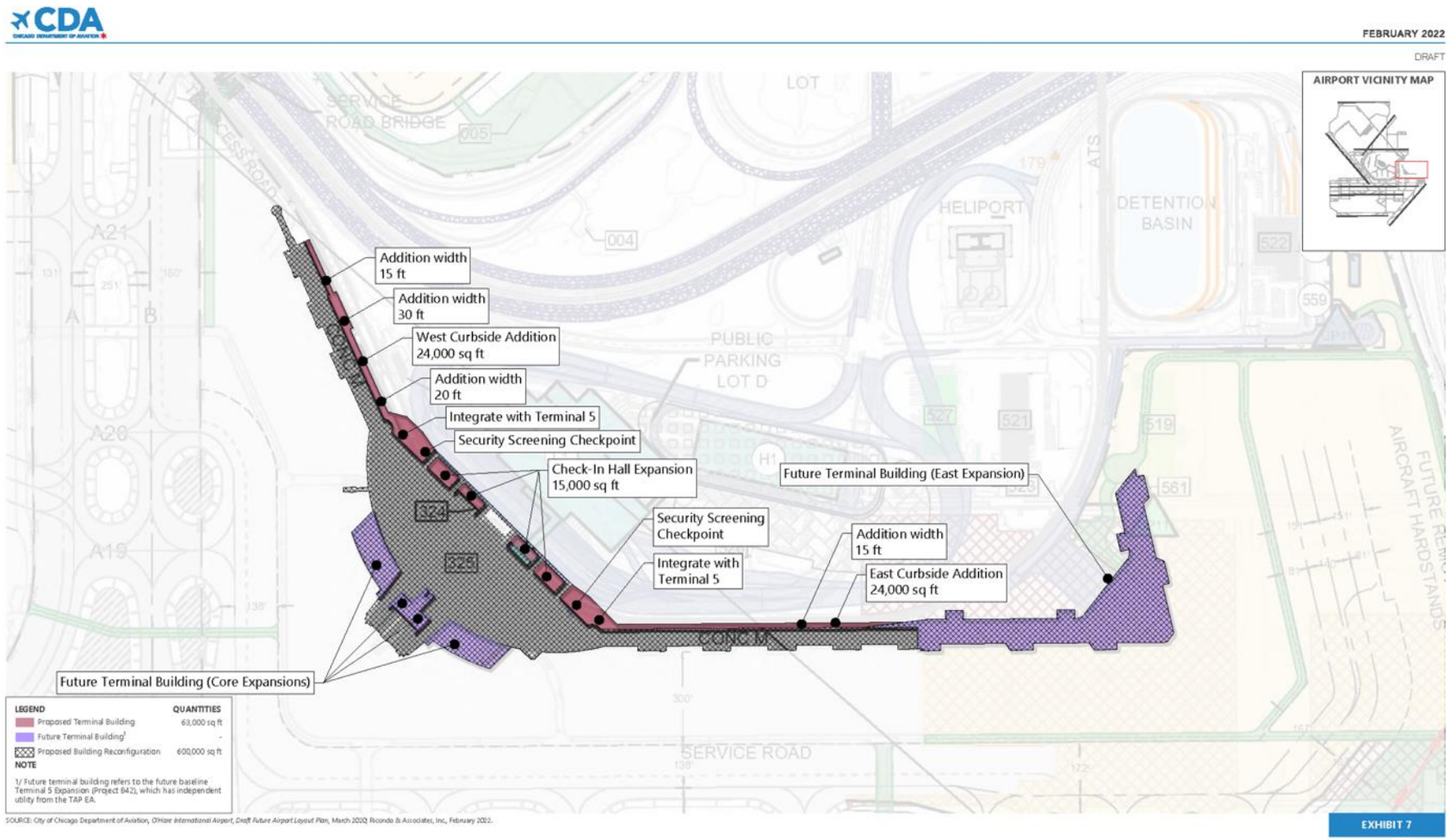
EXHIBIT 5

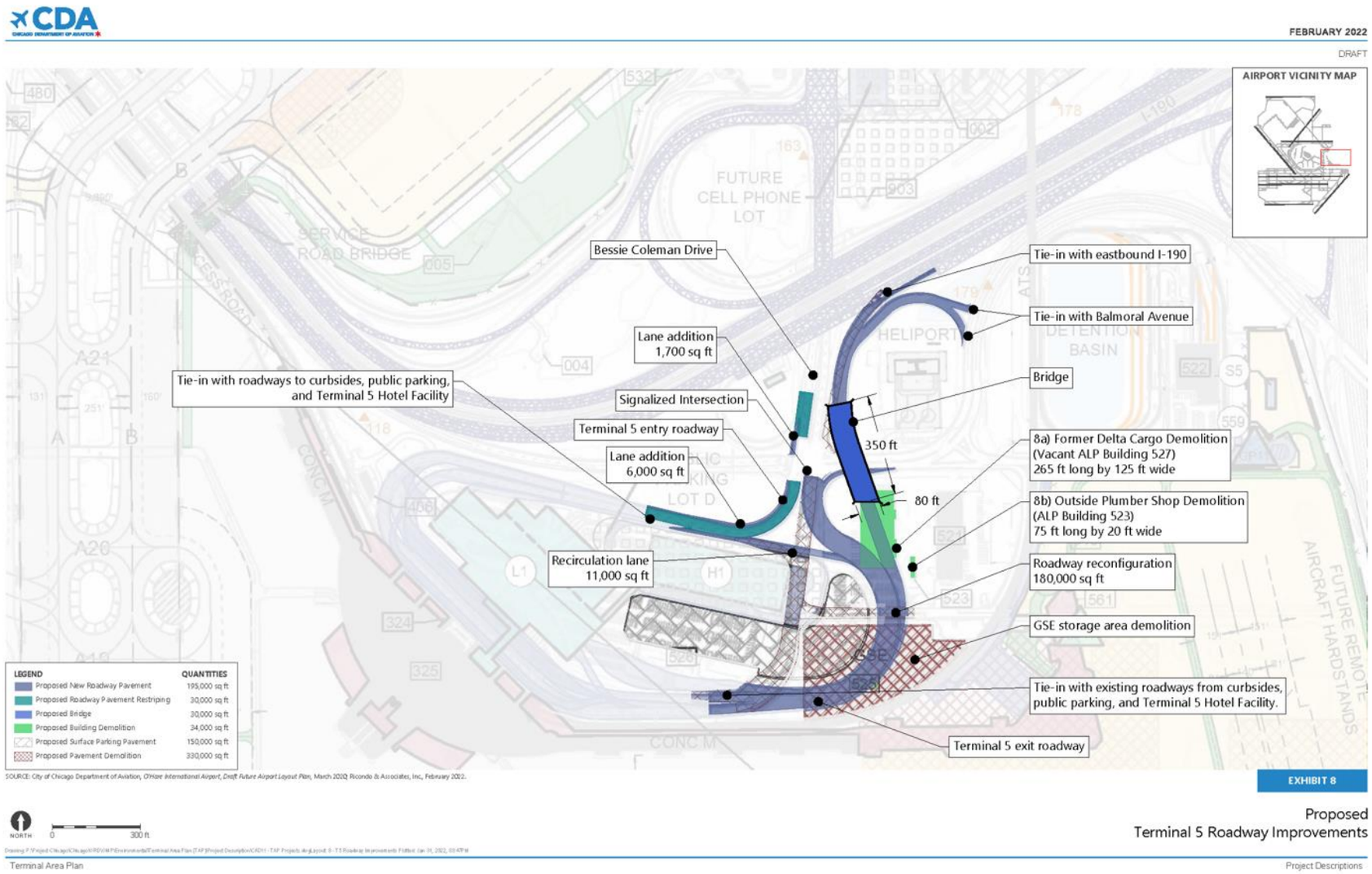
Proposed
Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion

Terminal Area Plan

Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
TUNNEL SECTION VIEW[1]
Construction Access Passageway
Utility Corridor
Future Corridor
Secure Pedestrian Corridor[2]
Future Corridor
Baggage Handling Corridor
Sterile Corridor[2, 3]
Construction Access Passageway
18 ft
20 ft
16 ft
59 ft
16 ft
24 ft
29 ft
18 ft
NOTES
1. Tunnel cross section is preliminary. Width and layout of functional areas are subject to change in design.
2. Section 2 of the Tunnel will have an unfinished Sterile Corridor.
3. Section 3 of the Tunnel will have an unfinished Secure Pedestrian Corridor and unfinished Sterile Corridor.
0
40 ft
AIRPORT VICINITY MAP
Satellite 2 Concourse Pedestrian Access
400 ft long
Satellite 1 Concourse Pedestrian Access
400 ft long
Tunnel under O'Hare Global Terminal
820 ft long
200 ft wide x 40 ft deep
900 ft
900 ft
980 ft
200 ft
Future Taxiways A and B Relocation
Taxiway Object Free Area
6c) Consolidated Tunnel Section 3
6b) Consolidated Tunnel Section 2
6a) Consolidated Tunnel Section 1
200 ft wide x 40 ft deep
LEGEND
QUANTITIES
Proposed Consolidated Tunnel
825,000 cu yd
Proposed Consolidated Tunnel (under building)
475,000 cu yd
Proposed Total Excavation
1,300,000 cu yd
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 6
NORTH
0
400 ft
Proposed
Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel
Terminal Area Plan
Project Descriptions


CDA
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Addition width 15 ft
Addition width 30 ft
West Curbside Addition 24,000 sq ft
Addition width 20 ft
Integrate with Terminal 5
Security Screening Checkpoint
Check-In Hall Expansion 15,000 sq ft
Future Terminal Building (East Expansion)
Security Screening Checkpoint
Integrate with Terminal 5
Addition width 15 ft
East Curbside Addition 24,000 sq ft
Future Terminal Building (Core Expansions)
LEGEND
QUANTITIES
Proposed Terminal Building
63,000 sq ft
Future Terminal Building1
-
Proposed Building Reconfiguration
600,000 sq ft
NOTE
1/ Future terminal building refers to the future baseline Terminal 5 Expansion (Project B42), which has independent utility from the TAP EA.
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 7
NORTH
0
300 ft
Proposed
Terminal 5 Curbside Addition and Interior Reconfiguration
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Bessie Coleman Drive
Tie-in with eastbound I-190
Tie-in with Balmoral Avenue
Lane addition
1,700 sq ft
Tie-in with roadways to curbsides, public parking, and Terminal 5 Hotel Facility
Signalized Intersection
Bridge
Terminal 5 entry roadway
350 ft
Lane addition
6,000 sq ft
8a) Former Delta Cargo Demolition
(Vacant ALP Building 527)
265 ft long by 125 ft wide
80 ft
8b) Outside Plumber Shop Demolition
(ALP Building 523)
75 ft long by 20 ft wide
Recirculation lane
11,000 sq ft
Roadway reconfiguration
180,000 sq ft
GSE storage area demolition
Tie-in with existing roadways from curbsides, public parking, and Terminal 5 Hotel Facility.
Terminal 5 exit roadway
FUTURE CELL PHONE LOT
SERVICE ROAD BRIDGE
HELIPORT
DETENTION BASIN
FUTURE REMOTE AIRCRAFT HARDSTANDS
LEGEND
QUANTITIES
Proposed New Roadway Pavement 195,000 sq ft
Proposed Roadway Pavement Restriping 30,000 sq ft
Proposed Bridge 30,000 sq ft
Proposed Building Demolition 34,000 sq ft
Proposed Surface Parking Pavement 150,000 sq ft
Proposed Pavement Demolition 330,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 8
NORTH
0
300 ft
Proposed
Terminal 5 Roadway Improvements
Terminal Area Plan
Project Descriptions

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FEBRUARY 2022

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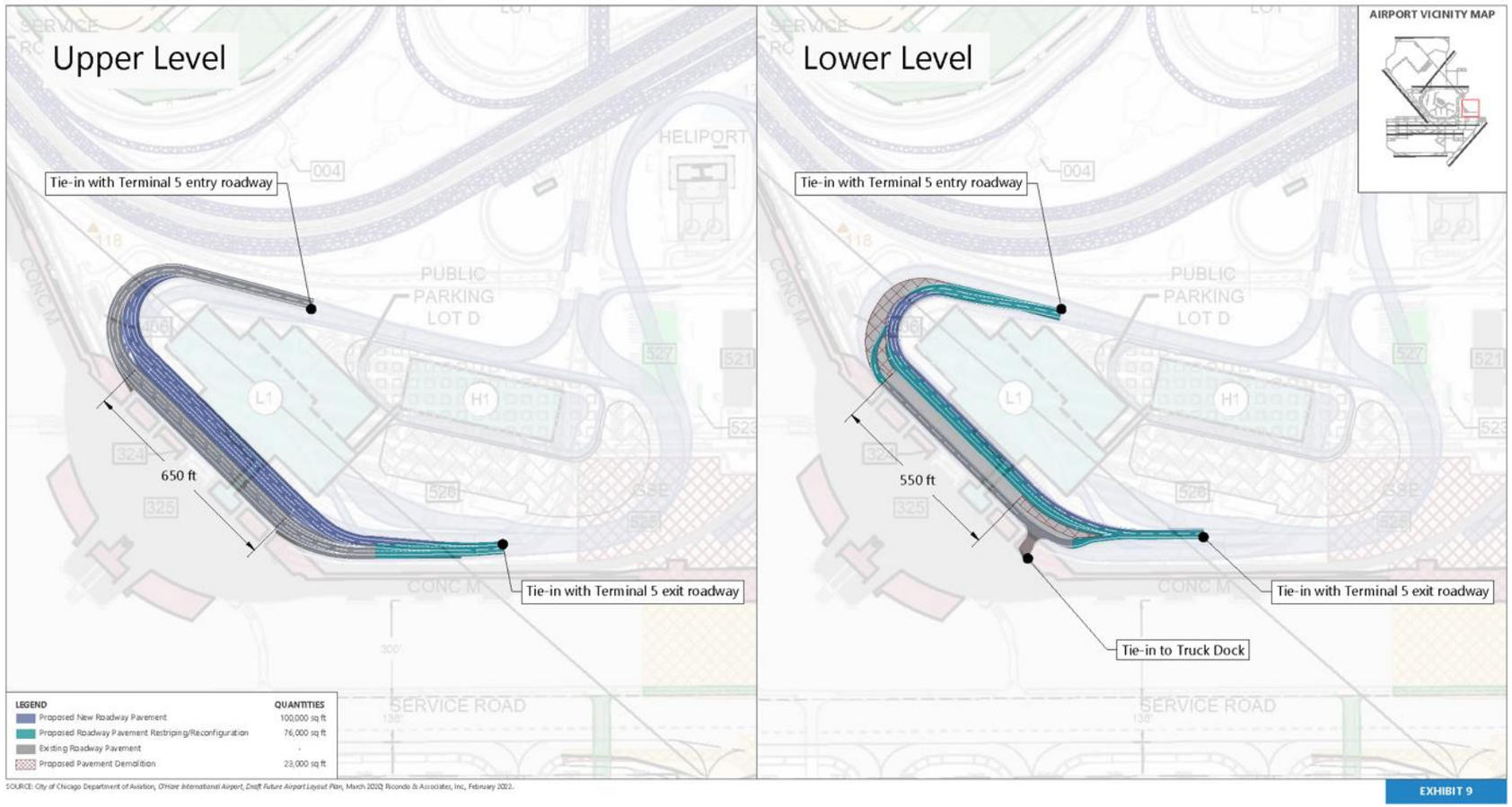


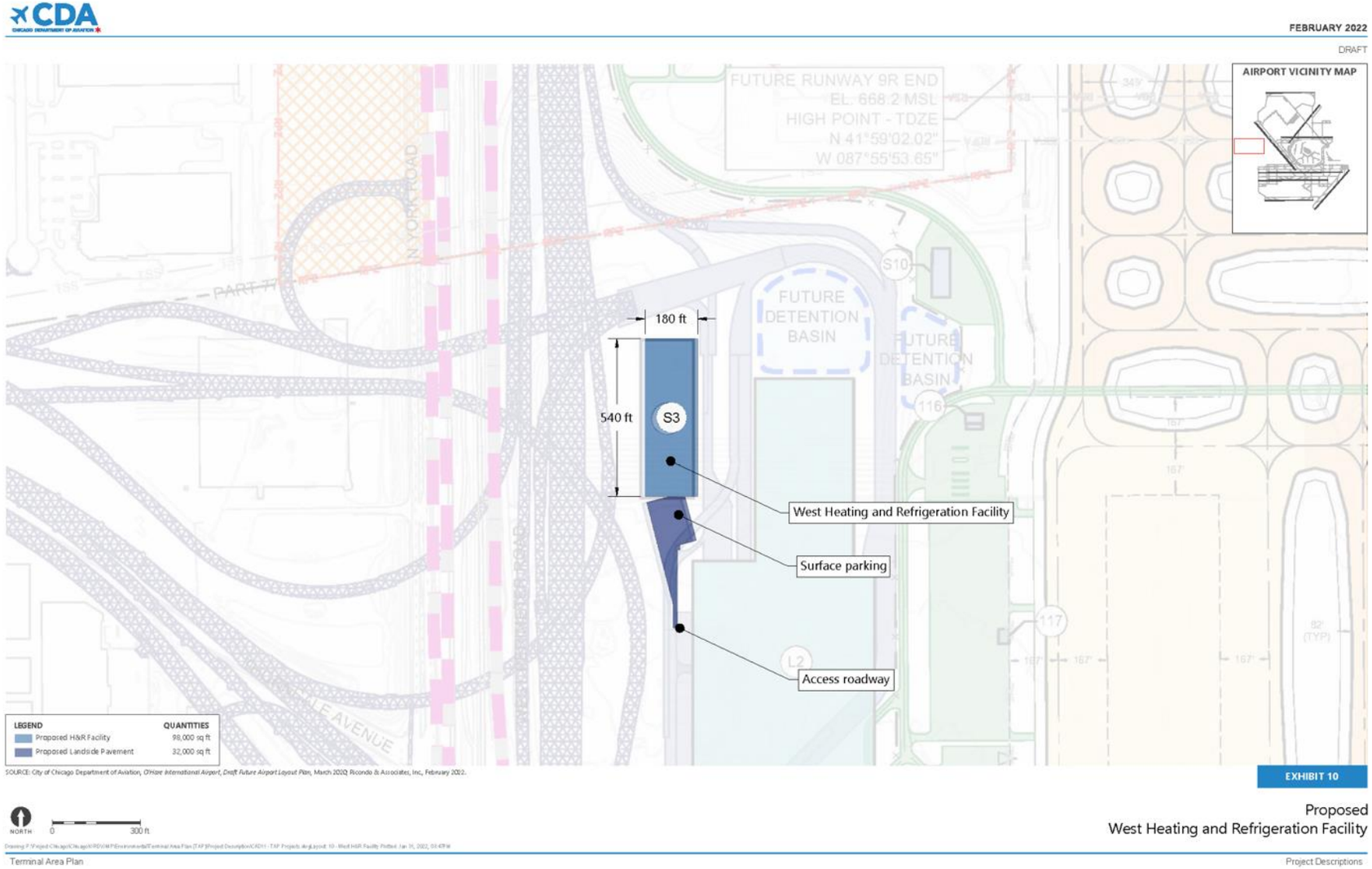
SOURCE: City of Chicago Department of Aviation, *O'Hare International Airport, Draft Future Airport Layout Plan*, March 2020; Ricondo & Associates, Inc., February 2022.

EXHIBIT 9

Proposed
Terminal 5 Curbside Expansion

Terminal Area Plan

Project Descriptions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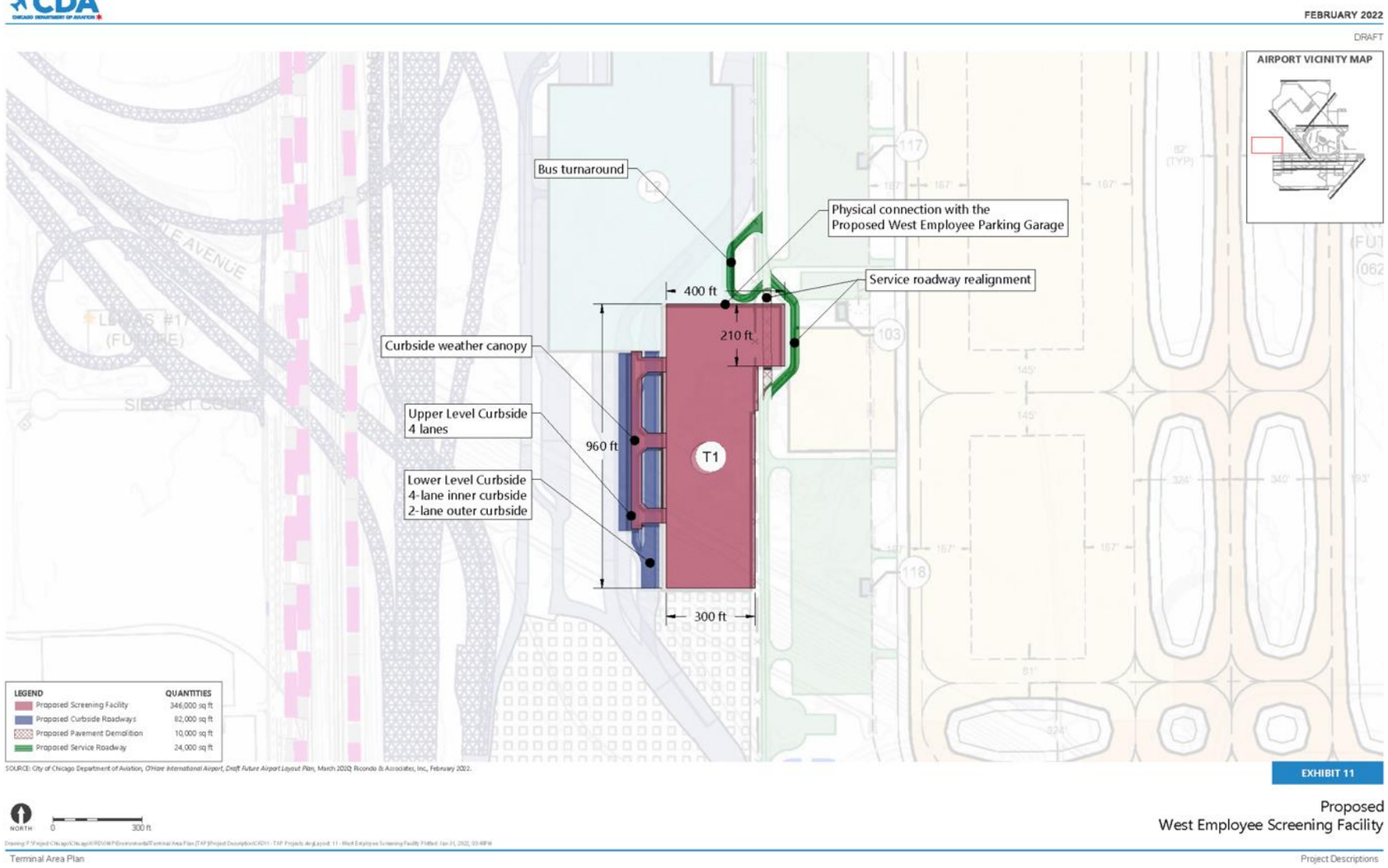
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
FUTURE RUNWAY 9R END
EL. 668.2 MSL
HIGH POINT - TDZE
N 41°59'02.02"
W 087°55'53.65"
N. YORK ROAD
PART 77
FUTURE DETENTION BASIN
FUTURE DETENTION BASIN
S10
116
117
L2
180 ft
540 ft
S3
West Heating and Refrigeration Facility
Surface parking
Access roadway
LEGEND
QUANTITIES
Proposed H&R Facility
98,000 sq ft
Proposed Landside Pavement
32,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 10
NORTH
0
300 ft
Proposed
West Heating and Refrigeration Facility
Terminal Area Plan
Project Descriptions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FEBRUARY 2022
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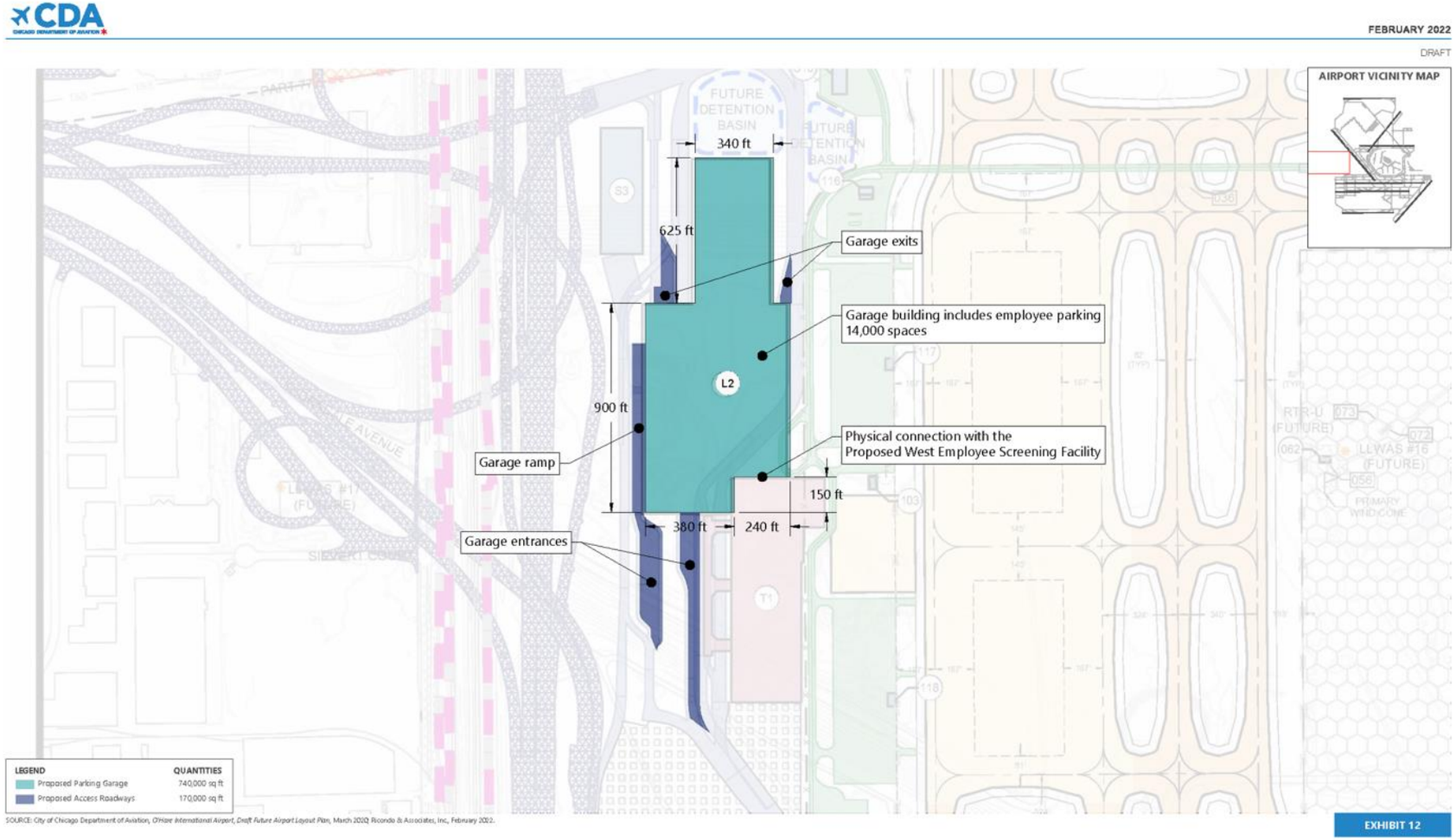
AIRPORT VICINITY MAP
Bus turnaround
Physical connection with the Proposed West Employee Parking Garage
Service roadway realignment
400 ft
210 ft
Curbside weather canopy
Upper Level Curbside 4 lanes
960 ft
T1
Lower Level Curbside 4-lane inner curbside 2-lane outer curbside
300 ft
LEGEND
QUANTITIES
Proposed Screening Facility 346,000 sq ft
Proposed Curbside Roadways 82,000 sq ft
Proposed Pavement Demolition 10,000 sq ft
Proposed Service Roadway 24,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 11
NORTH
0
300 ft
Proposed
West Employee Screening Facility
Terminal Area Plan
Project Descriptions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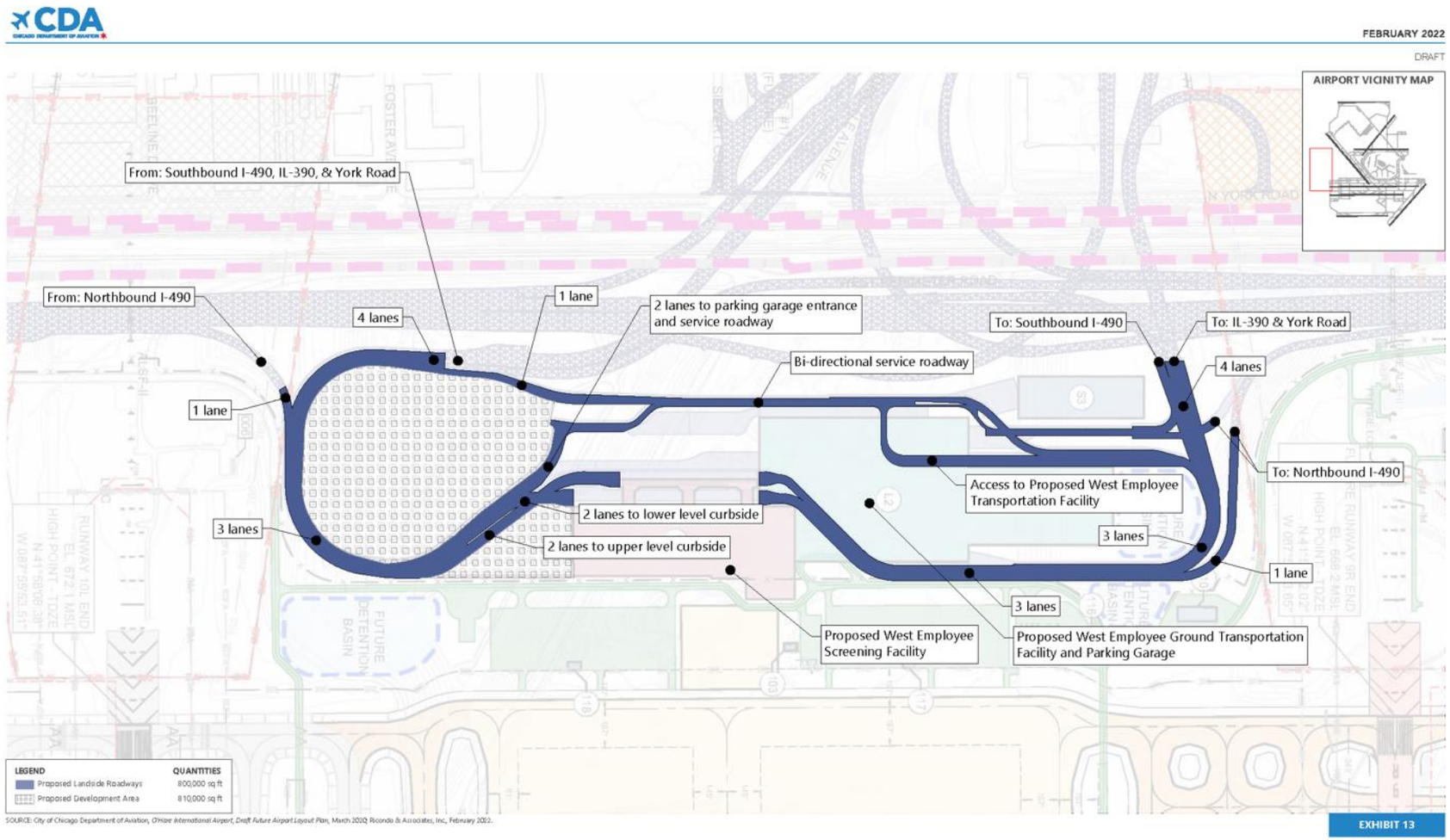
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
340 ft
625 ft
900 ft
Garage exits
Garage building includes employee parking
14,000 spaces
Physical connection with the
Proposed West Employee Screening Facility
Garage ramp
Garage entrances
150 ft
380 ft
240 ft
L2
T1
LEGEND
QUANTITIES
Proposed Parking Garage
740,000 sq ft
Proposed Access Roadways
170,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 12
NORTH
0
400 ft
Proposed
West Employee Ground Transportation Facility and Parking Garage
Terminal Area Plan
Project Descriptions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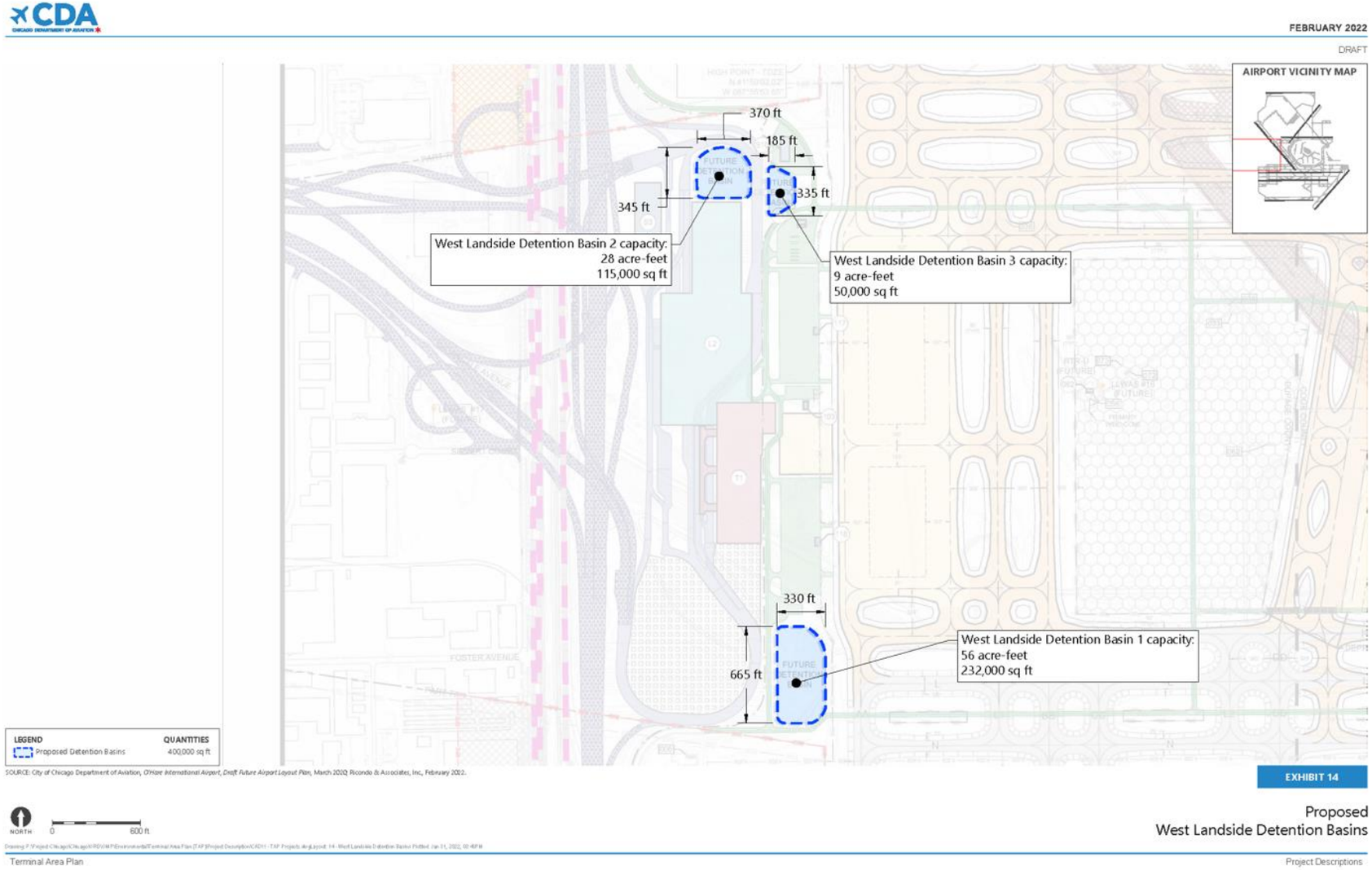
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
From: Southbound I-490, IL-390, & York Road
From: Northbound I-490
4 lanes
1 lane
2 lanes to parking garage entrance and service roadway
Bi-directional service roadway
To: Southbound I-490
To: IL-390 & York Road
4 lanes
1 lane
To: Northbound I-490
Access to Proposed West Employee Transportation Facility
2 lanes to lower level curbside
3 lanes
2 lanes to upper level curbside
3 lanes
1 lane
3 lanes
Proposed West Employee Screening Facility
Proposed West Employee Ground Transportation Facility and Parking Garage
FUTURE DETENTION BASIN
LEGEND
QUANTITIES
Proposed Landside Roadways
800,000 sq ft
Proposed Development Area
810,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 13
NORTH
0
400 ft
Proposed
West Employee Landside Access
Terminal Area Plan
Project Descriptions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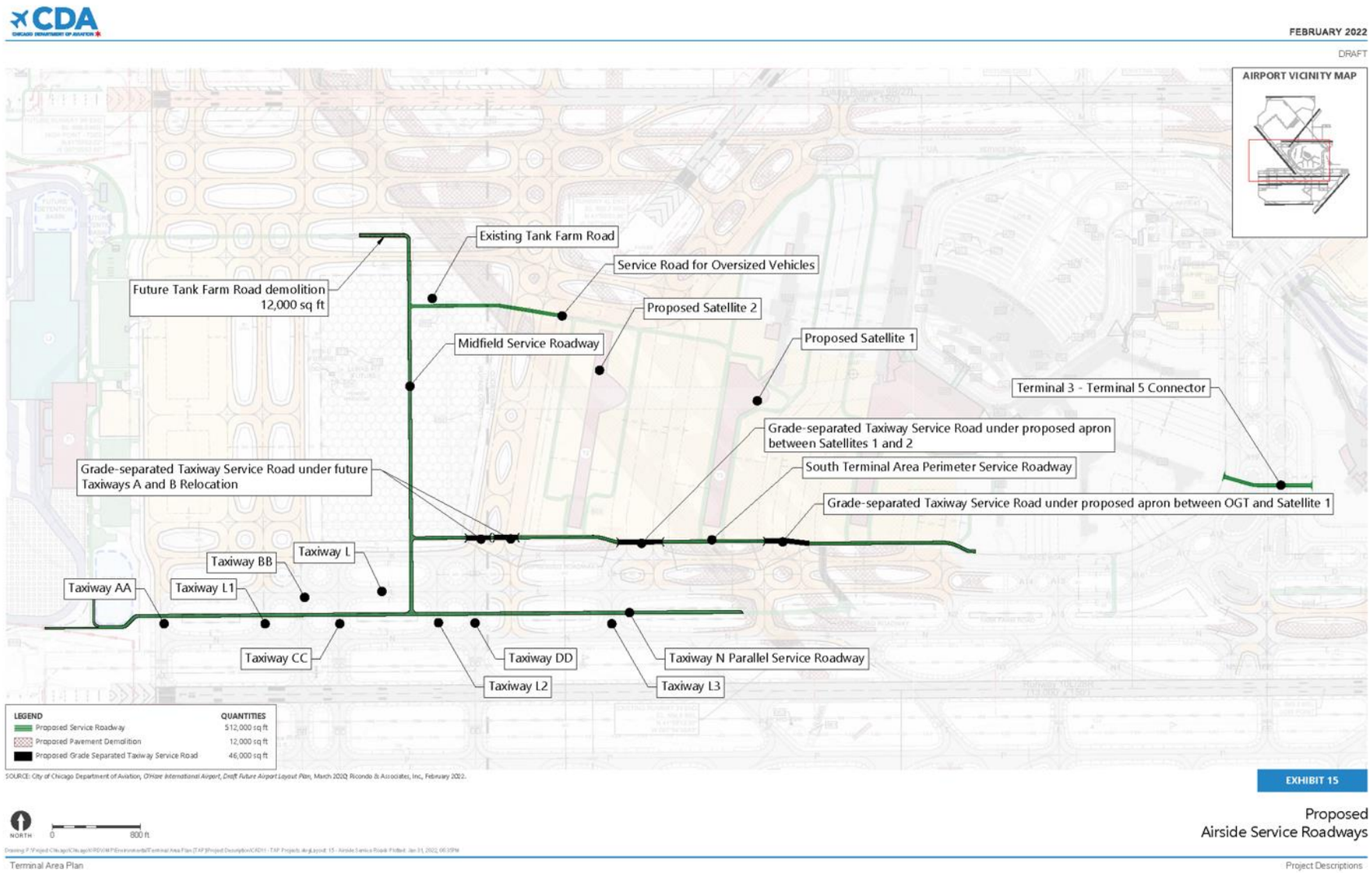
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
370 ft
185 ft
335 ft
345 ft
West Landside Detention Basin 2 capacity:
28 acre-feet
115,000 sq ft
West Landside Detention Basin 3 capacity:
9 acre-feet
50,000 sq ft
330 ft
665 ft
West Landside Detention Basin 1 capacity:
56 acre-feet
232,000 sq ft
FUTURE DETENTION BASIN
FOSTER AVENUE
LEGEND
Proposed Detention Basins
QUANTITIES
400,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 14
NORTH
0
600 ft
Proposed
West Landside Detention Basins
Terminal Area Plan
Project Descriptions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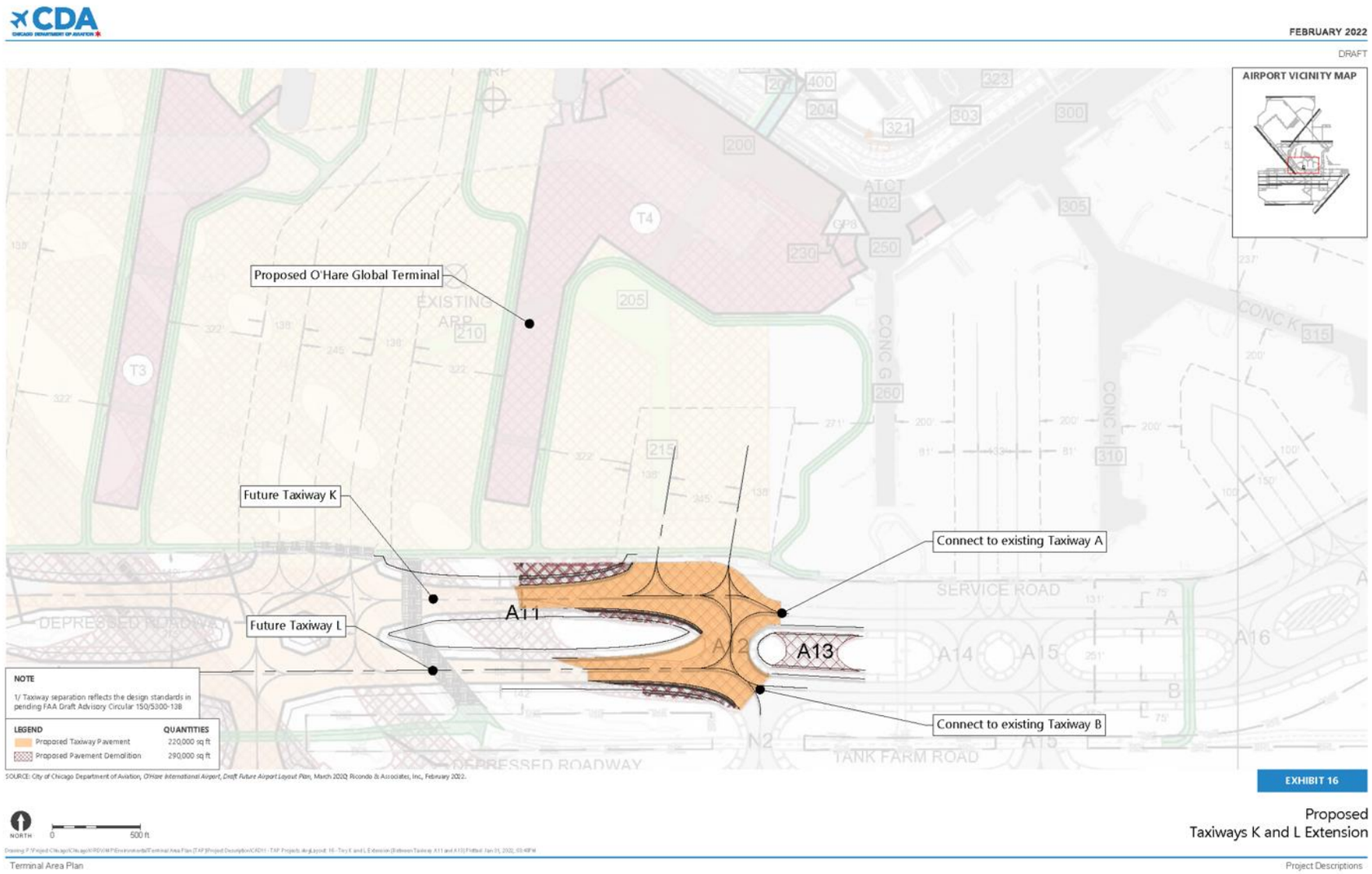
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Existing Tank Farm Road
Service Road for Oversized Vehicles
Future Tank Farm Road demolition
12,000 sq ft
Proposed Satellite 2
Midfield Service Roadway
Proposed Satellite 1
Terminal 3 - Terminal 5 Connector
Grade-separated Taxiway Service Road under proposed apron
between Satellites 1 and 2
Grade-separated Taxiway Service Road under future
Taxiways A and B Relocation
South Terminal Area Perimeter Service Roadway
Grade-separated Taxiway Service Road under proposed apron between OGT and Satellite 1
Taxiway BB
Taxiway L
Taxiway AA
Taxiway L1
Taxiway CC
Taxiway DD
Taxiway N Parallel Service Roadway
Taxiway L2
Taxiway L3
LEGEND
QUANTITIES
Proposed Service Roadway
512,000 sq ft
Proposed Pavement Demolition
12,000 sq ft
Proposed Grade Separated Taxiway Service Road
46,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
800 ft
EXHIBIT 15
Proposed
Airside Service Roadways
Terminal Area Plan
Project Descriptions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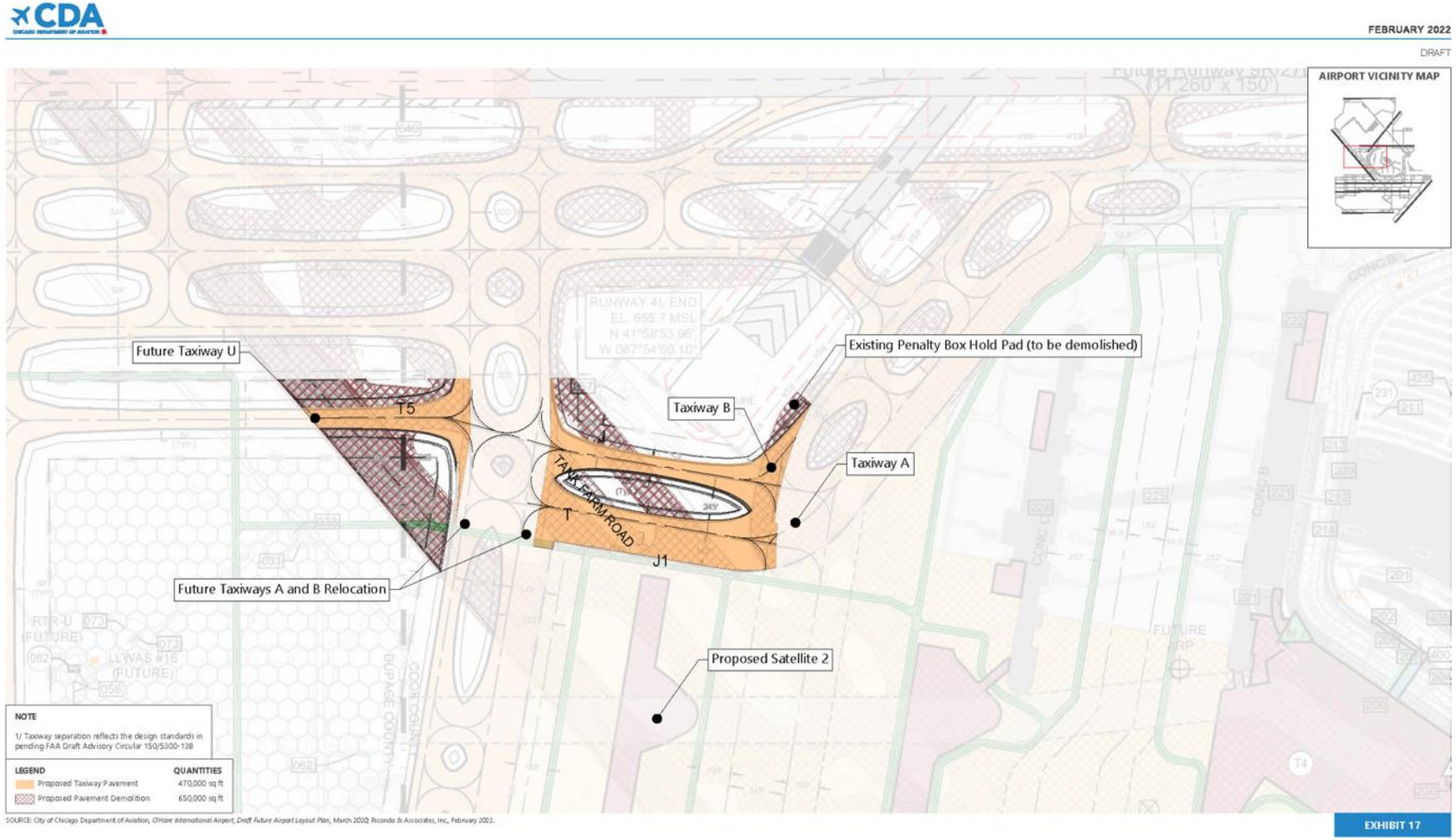
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Proposed O'Hare Global Terminal
Future Taxiway K
Future Taxiway L
Connect to existing Taxiway A
Connect to existing Taxiway B
A11
A12
A13
A14
A15
A16
T3
T4
SERVICE ROAD
TANK FARM ROAD
DEPRESSED ROADWAY
NOTE
1/ Taxiway separation reflects the design standards in pending FAA Draft Advisory Circular 150/5300-13B
LEGEND
QUANTITIES
Proposed Taxiway Pavement
220,000 sq ft
Proposed Pavement Demolition
290,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
NORTH
0
500 ft
EXHIBIT 16
Proposed
Taxiways K and L Extension
Terminal Area Plan
Project Descriptions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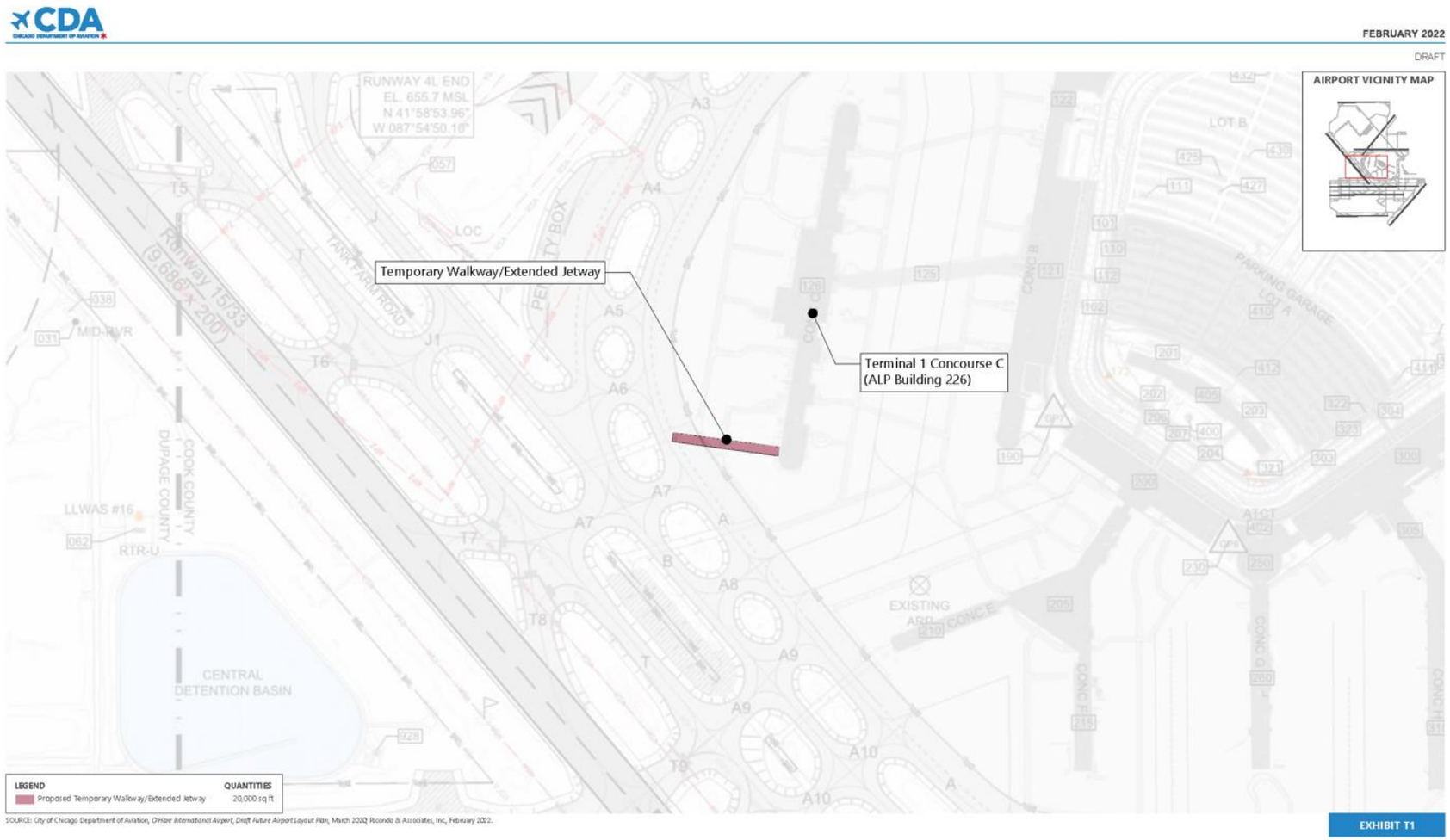
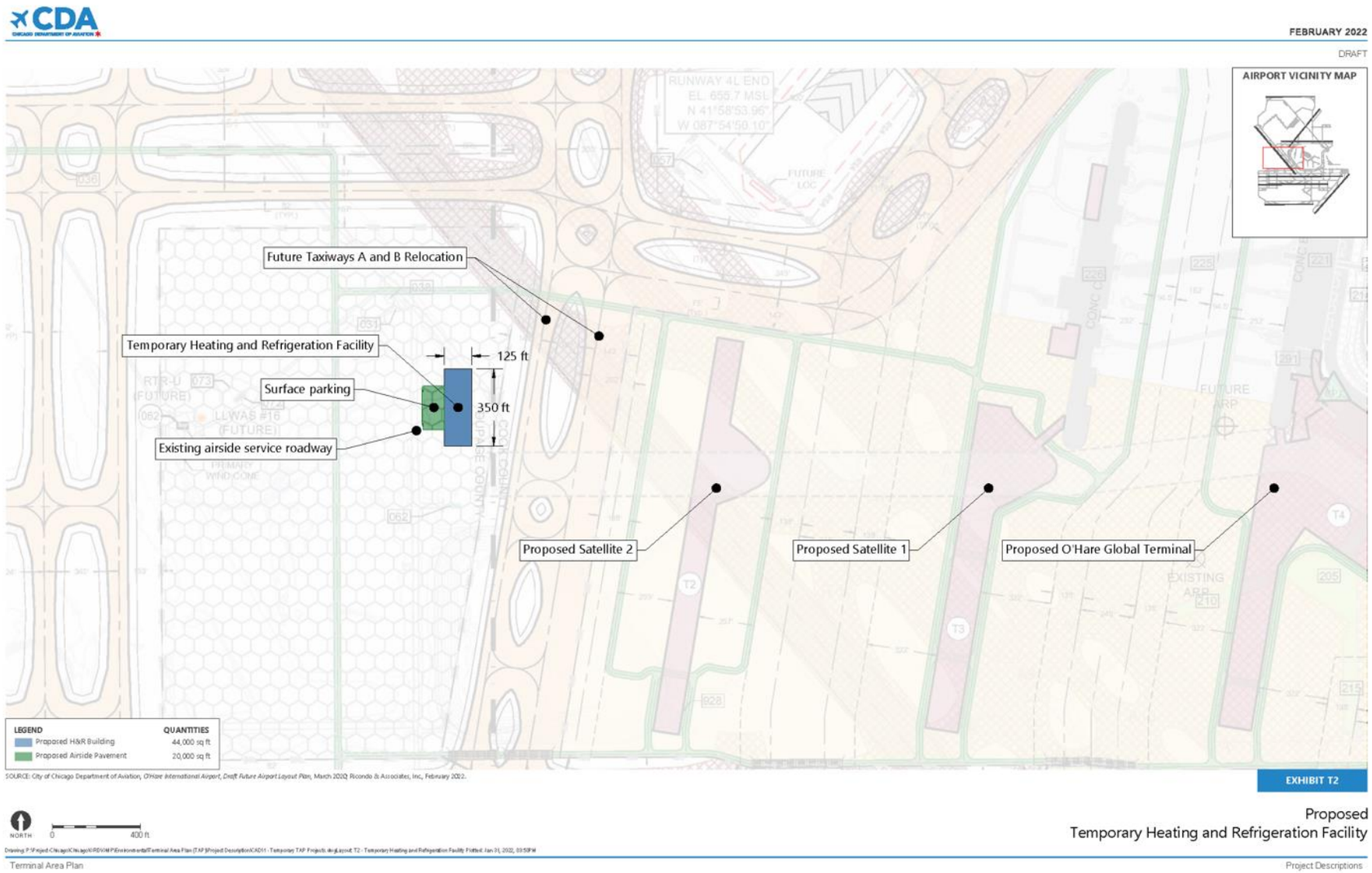
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Future Taxiway U
Existing Penalty Box Hold Pad (to be demolished)
Taxiway B
Taxiway A
Future Taxiways A and B Relocation
Proposed Satellite 2
T5
J
T
J1
TANK FARM ROAD
RUNWAY 4L END
EL. 655.7 MSL
N 41°58'53.96"
W 087°54'50.10"
NOTE
1/ Taxiway separation reflects the design standards in pending FAA Draft Advisory Circular 150/5300-13B
LEGEND
QUANTITIES
Proposed Taxiway Pavement
470,000 sq ft
Proposed Pavement Demolition
650,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT 17
NORTH
0
400 ft
Proposed
Taxiways North of Satellite 2
Terminal Area Plan
Project Descriptions


CDA
CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
RUNWAY 4L END
EL. 655.7 MSL
N 41°58'53.96"
W 087°54'50.10"
Runway 15/33
(9,686 X 200)
Temporary Walkway/Extended Jetway
Terminal 1 Concourse C
(ALP Building 226)
TANK FARM ROAD
PERIMETER ROAD
LOC
MID-RVR
LLWAS #16
RTR-U
DUPAGE COUNTY
COOK COUNTY
CENTRAL
DETENTION BASIN
EXISTING
ARFF
CONCOURSE C
CONCOURSE D
CONCOURSE E
LOT B
PARKING GARAGE
LOT A
LEGEND
Proposed Temporary Walkway/Extended Jetway
QUANTITIES
20,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT T1
NORTH
0
400 ft
Proposed
Temporary Walkway/Extended Jetway from Concourse C
Terminal Area Plan
Project Descriptions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CHICAGO DEPARTMENT OF AVIATION
FEBRUARY 2022
DRAFT
AIRPORT VICINITY MAP
Future Taxiways A and B Relocation
Temporary Heating and Refrigeration Facility
125 ft
350 ft
Surface parking
Existing airside service roadway
Proposed Satellite 2
Proposed Satellite 1
Proposed O'Hare Global Terminal
LEGEND
QUANTITIES
Proposed H&R Building
44,000 sq ft
Proposed Airside Pavement
20,000 sq ft
SOURCE: City of Chicago Department of Aviation, O'Hare International Airport, Draft Future Airport Layout Plan, March 2020; Ricondo & Associates, Inc., February 2022.
EXHIBIT T2
NORTH
0
400 ft
Proposed
Temporary Heating and Refrigeration Facility
Terminal Area Plan
Project Descriptions